

ANTI-"SKYSCRAPER" LAW IS PRAISED BY BOSTON ARCHITECTS

Declare That Unusually High Buildings Shut Out Light and Create False Real Estate Values.

INDORSE THE LIMIT

Case of Welch vs. Swasey, Now in the Supreme Court, Seeks to Prove Statute to Be Unconstitutional.

One of Boston's most distinguishing characteristics as a great American city is its objection to "skyscraper" buildings. The limit in Boston is 125 feet. A prominent Boston architect today explains the reasons for the city's aversion to such structures.

The most recent attempt to erect a "skyscraper" in Boston is that in the case of the proposed Welch building, which is now known as the case of Welch vs. Swasey, and which is pending before the United States supreme court for decision as to whether the statute limiting the height of buildings in Boston is constitutional. The Welch trustees' request for a permit to erect such a building at 8 Arlington street, was denied under the statute. All attempts to have the law declared unconstitutional by the state courts have been failures. Meanwhile no other projects of this nature have been begun because of the known attitude of the city and state.

Boston's dislike for "skyscrapers," which became crystallized in a law shortly after the construction of the Ames building a number of years ago, is being much discussed by those interested in architecture.

It is enacted by chapter 26, section 37 of the revised laws of Massachusetts, 1902, that "in a city no building shall be erected to a height of more than 125 feet above the grade of the streets, but this restriction shall not apply to grain or coal elevators or sugar refineries, nor to stables, domes, towers or cupolas erected for strictly ornamental purposes of fireproof material on buildings of the above height or less."

The object of this statutory enactment is to prohibit the erection of "skyscrapers," which are considered by many not only to endanger the safety of the public, but also to detract from the architectural aspect of the buildings.

This view is shared by many of the Boston architects who, generally, are opposed to the erection of extremely high buildings.

Architect C. Howard Walker, on being asked why there were no "skyscrapers" in Boston replied:

"Because any building over 125 feet in height is illegal in this city. The cause for this legislation is briefly as follows: High buildings are detrimental to their immediate surroundings—creating areas to which the sun does not penetrate, shutting off both light and air and creating fictitious real estate values as far as the first few structures built are concerned, at the same time depreciating a considerable amount of surrounding property for a considerable period. They cause unnecessary congestion and retard the normal growth of the city at large. They are, therefore, not an equitable proposition, where the general welfare of the city is concerned, and unless they are isolated so that all of their walls are treated architecturally, they are unsightly, and mar the appearance of the city."

"In one city only are they excusable, i. e., New York, which has a unique site which has forced congestion and consequent erection of high buildings. To my mind, a limit of height only is not adequate, but it should be supplemented by a limit of number of stories. There have been few laws which have been so generally beneficial to the general real estate values and to the general appearance of the city of Boston as that limiting the height of its buildings."

Ralph Adams Cram of the architectural firm of Cram, Goodhue & Ferguson expressed himself very emphatically in disapproval of so-called "skyscrapers." Mr. Cram said that the present tendency (Continued on Page Seven, Column Seven.)

RULES OF FOURTH ISSUED BY POLICE

Orders issued by Police Commissioner O'Meara governing the July 4 celebration contemplate a comparatively quiet Independence day. The orders are the same as those issued a year ago.

The use of firearms or fire works is absolutely forbidden, but fireworks and harmless explosives may be used between 4 a. m. and midnight on July 5. The placing of torpedoes or other explosives on street railway tracks is especially forbidden.

The order reads in part as follows: "Prosecutions for all offenses against law must begin with the very first offenders, even though long in advance of the holiday, and be continued to the end."

WARNS FOREIGNERS THAT THEY ARE NOT SAFE AT TEHERAN

Legations Receive a Message From Leader of Persian Rebels Saying Russia Is Responsible.

FEW TROOPS IN CITY

ST. PETERSBURG—Despatches from Teheran today say that the foreign legations have been notified by the rebels, who are approaching from Kasvin, that the latter can no longer guarantee the safety of foreigners in Persia. Sardarad, the rebel leader, in a message to the legations, declares that Russian intervention is responsible for this state of affairs.

The situation in Teheran is grave. The Persian Cossacks now in the city number only about 700, the brigade of 1200 having been depleted by detachments for service in other parts of the country and it is quite plain that this force would be unable to make any serious resistance to the Liberal army, which is within striking distance of the city.

General Snarsky with a Russian force is hurrying from Tabriz, but his arrival, it is thought, will be too late to forestall the attack of the rebels. A strong Russian force is massed on the Caspian shores in transports, but is deterred from landing by the probability that its advance would precipitate an attack on the foreign inhabitants of Teheran before it could reach the city.

The Persian government, which a few days ago demanded the withdrawal of Russian troops now in Persia, seems to have changed its attitude. Today it is anxious that the Russian soldiers remain to fight the Bakhtiari.

TEHERAN—The advance of the revolutionary forces on Teheran has caused merchants to close their shops. At the urgent request of the Shah the British and the Russian diplomatic representatives will visit his majesty today to discuss the situation.

WESTFIELD GIVEN PLAYGROUND LOT

SPRINGFIELD, Mass.—A warranty deed has been filed in the Hampden county registry of deeds by which Milton B. Whitney of Westfield gives to that town a plot of land for a playground. The plot consists of 17 acres, with 100 rods of it fronting on the Westfield river. It is given with the condition that it will be maintained forever as a playground for minors, residents of the town. Westfield has a population of upward of 15,000, and the gift is warmly appreciated by the town.

TEST LIFE SAVING DEVICES AT SHORE

Members of the board of examiners of United States life saving stations which are holding their annual session in Boston at the Federal building left the South terminal on the 12:20 p. m. train today for the Point Allerton life saving station to test a number of new appliances.

Saturday it is expected that the board will go to Point Judith with Capt. H. M. Knowles of the third life saving district, to look over the locations for the new station there.

KAISER PROMISES TO ASSIST ZEPPELIN'S FLIGHT TO POLE

All Germany Today Is Enthusiastic Over the Announced Intention of the Count to Attempt to Reach "Farthest North" in His Giant Dirigible Balloon.

BERLIN—The announcement that Count Zeppelin will make an aerial flight in an attempt to reach the north pole created a burst of national enthusiasm here today. Telegrams of admiration and offers of advice and money are pouring in on the count at his home in Friedrichshafen, and already thousands of volunteers have asked to be allowed to accompany him.

Commenting on his trip, Count Zeppelin issued the following statement: "I shall command an aerial expedition to the north pole. I desire to gain this glory for Germany and not for myself. My plans are being carefully made. I expect to start preparations immediately and complete them by the summer of 1910."

In case of contingencies he said he would expect his nephew and his helpers to carry out his intentions of "seeking the pole in an airship."

The scheme to reach the pole originated with the Kaiser. He communicated his idea to Count Zeppelin, who immediately assented to the Kaiser's proposition. The latter will contribute money and lend the support of the government to the scheme. The Kaiser will send German cruisers to escort the airship as far north as possible. All Germany, from the Kaiser down

American Librarians to Elect Officers Tonight



LIBRARIANS ON OBSERVATION CAR IN WHITE MOUNTAINS, N. H.

The members of the American Library Association in session at Bretton Woods, N. H., have been taking many pleasure trips through the highlands and up Mt. Washington in the course of the association's annual meeting. The picturesque and historic district in the vicinity of the famous White Mountain peak has also furnished many points of interest to visiting delegates, especially to those from distant or inland cities.

BRETTON WOODS, N. H.—The election of officers will be the most important item of business this evening in the fourth general session of the annual conference of the American Library Association now being held at the Mt. Washington Hotel. The following nominations will be acted upon by the 700 delegates present:

President, N. D. C. Hodges, Cincinnati; first vice-president, James I. Wyer, Albany, N. Y.; second vice-president, Miss Alice S. Tyler, Iowa; executive committee, C. W. Andrews, Chicago, W. C. Lane, Cambridge, Mass.; Henry E. Legler, Wisconsin; Herbert Putnam, librarian of Congress; Andrew C. Wright, St. Joseph, Mo.; council, Nina A. Brown, Boston; W. H. Craven, Pittsburg; Mrs. H. C. Ellendorf, Buffalo, N. Y.; C. B. Ryder, Chicago; B. C. Staire, Brooklyn.

The large number of delegates present at the conference who come from inland or level sections of the country have been particularly grateful for the opportunity afforded them here to be among the

mountains. Every day parties take advantage of hills in section meetings to make the trip to the top of Mt. Washington and enjoy the view to be obtained from that height. A few days ago an ascent of the mountain was on the official entertainment program, and since then many delegates have repeated the climbing experience of their own accord. One or two have even attempted to make the ascent on foot, securing the funicular railway which runs to the summit.

In the college and reference section this morning the discussion centered about the problems arising from the size of great collections. J. C. Schwab of the Yale University library, Willard Austen of the Cornell University library and W. C. Lane of the Harvard University library presented papers upon the subject.

In the discussions it was stated that the crowded condition of the card catalogue room in the Boston Public Library illustrates the need of reducing the size of catalogues in large libraries. Various ways of doing this were pro-

posed. Mr. Fletcher, Amherst, relies on bibliographies; Mr. Lane, Harvard, recommends printed bulletins; J. C. M. Hanson, Library of Congress, supplementary catalogues. C. W. Andrews, John Crerar Library, Chicago, advised a selective subject catalogue which will eliminate and evaluate the main catalogue, leaving the latter for those who desire more extended references.

When it is remembered that each book requires 2 1/2 or 3 cards and each card requires a catalogue 3 square feet of space, the question of room becomes apparent. Mr. Schwab described the telegraph, an electric device instantaneously exposing words written at one point so as to appear at any other point connected with the first by an electric wave. The writer of the message uses an electric pencil, writing the message on a pad before him, the words appearing instantaneously upon a corresponding pad upon any one of the receivers with which he makes connection.

The conference will close on Saturday afternoon.

RESCUES IN SOUTH FRAMINGHAM FIRE

SOUTH FRAMINGHAM, Mass.—The Porter Building in Irving square, occupied by several stores, a lodging house in the second and third floors and a tailor shop and photograph studio, was partially burned early this morning. Two occupants of the lodging house, Timothy McDermott and a man whose name could not be learned, were cut off by the dense smoke on the third floor of the building, and both had to be removed by firemen with ladders. Aside from the damage done by the fire on the third floor of the lodging house, and by the burning of the roof, the damage to the tenants will be principally by smoke and water. The loss is about \$20,000.

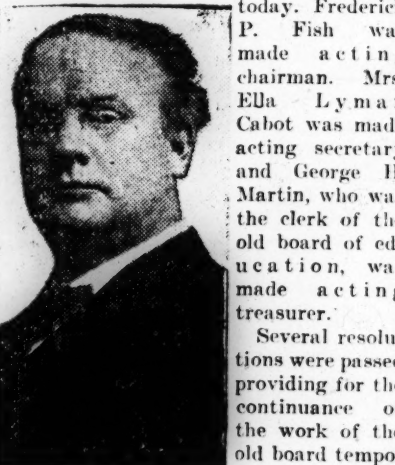
BIG FIRE SWEEPS COBALT. COBALT, Ont. Fire early today destroyed a large section of this town, leaving 3000 persons homeless and causing one fatality. The town has grown rapidly in recent years since the mining properties have become valuable. Many of the buildings destroyed were small structures.

FISH TODAY NAMED AS HEAD OF STATE'S EDUCATIONAL BOARD

Well-Known Boston Man Chairman of Temporary Body, to Be Made Permanent July Fourteenth.

LAY PRESENT PLANS

The temporary organization of the new state board of education was effected at the State House today. Frederick P. Fish was named acting chairman.



F. P. FISH.

Teachers and officials of the state normal schools continue in their respective offices at the pleasure of the board, with the same salaries.

An executive committee including Frederick P. Fish, President Frederick W. Hamilton of Tufts College and Mrs. Sarah Arnold was appointed with power to represent the board between its meetings. The next meeting will be held July 14. At this probably a permanent organization will be made.

It was stated that the present agents of the board, four in number, shall be continued in the same work at the same salaries, that the office force shall continue the same and that Miss Florence Marsh shall continue her work in connection with the girls' industrial schools. Prof. Paul H. Hannus of Cambridge, the Rev. Frederick W. Hamilton of Somerville and Sarah Arnold of Newton were appointed to investigate the conditions and needs of industrial education and to report with recommendations.

SCHOONER REPORTED SUNK. ROCKLAND, Me.—It is reported that the 1600-ton schooner Alice E. Clark of Portland was sunk at Islesboro, last night, and is under eight feet of water.

FAMOUS STEAMER BOUND TO BOSTON

News reached Boston today that the noted side-wheel steamer Dean Richmond has been bought by a Boston firm. She is now on her way to this port from New York, in the tow of the tug Orion. She will shortly be broken up for her metal.

The Dean Richmond was once the queen of the fleet of passenger steamers on the Hudson river. She ran between New York and Albany on the People's line of night steamers and was for many years the largest boat on the river. She was built in 1865 and had a gross tonnage of 2325, was 348 feet long with a beam of 46 feet.

NAVAL ENGINEERS EXCHANGED.

Civil Engineer Walter H. Allen of the navy yard at Charleston, S. C., has received orders sending him to Boston. He will work at the new naval magazine at Hingham, and also at the Boston navy yard. Civil Engineer Ernest H. Gaylor of the Boston yard has been ordered to Charleston, S. C.

BOSTON & MAINE CUTS DRAW TRAFFIC TO LOWEST FIGURE

General Manager Orders Fuel Deliveries by Way of Charles River Stopped With Intention of Showing Road Is Most Affected by Objectionable Conditions.

A reduction to a minimum of all ship traffic through the controversial Charles river draws of the Boston & Maine railroad is contemplated today by the railroad's management. General Manager Frank Barr, it is understood, gave specific orders this morning to the railroad's fuel department to prepare immediately for discontinuing delivery by water of the company's coal.

This may be considered a development of no little importance in the controversy of long standing between the Boston & Maine and the federal government's army engineers relative to the Charles river draws and the raising of the railroad's tracks at an estimated expense of many millions of dollars.

Although the last hearing given to the railroad by the army engineers on June 23 relegated the controversy, for the time being, to a joint study by all interested parties with a view to the presentation of a plan mutually satisfactory to the railroad and the government engineers—who represent the other affected public interests—today's announcement signifies that the railroad proposes to make as strong as is possible its claim that the ship traffic affected by the present low grade of the tracks is not sufficient justification of the government's demand on the railroad. The order of General Manager Barr will demand the partial reconstruction of

APPOINTS NEW MEN TODAY FOR SINKING FUND COMMISSION

Mayor Names M. E. Wyzanski, J. H. Rhodes, J. W. Dunphy, W. P. Parker and D. F. Pilley.

MUST BE CONFIRMED

The board of aldermen today received from Mayor Hibbard the names of the following appointees for the sinking fund commission: Max E. Wyzanski, Leonard H. Rhodes, James W. Dunphy, W. P. Parker and David F. Pilley.

These men take the places of Nathaniel J. Rust, Frank G. Webster, Joseph H. O'Neil, Israel A. Ratschky and Horatio G. Curtis, who resigned on account of the provision in the new city charter that no director of a bank shall be a member of the sinking fund commission. James T. Wetherald is the only member of the old commission now remaining.

The aldermen also received the appointment of James B. Noyes as a member of the transit commission, and of Dennis J. Sullivan as a member of the board of appeals.

All these appointments are subject to confirmation by the board of aldermen. The mayor also sent in the name of Thomas Leavitt to be a member of the schoolhouse commission in place of James B. Noyes.

Mr. Wyzanski of the above appointees is of the firm of M. E. & C. Wyzanski, real estate brokers, 18 Tremont street. He lives at 46 Moreland street, Roxbury. Mr. Dunphy is the publisher of the Boston Daily Advertiser and Evening Record, and lives at 18 Center street, Roxbury.

Mr. Rhodes is treasurer of Rhodes Bros. Company, wholesale and retail grocers. He resides at 238 Warren street, Roxbury. Mr. Parker is the well-known state senator, and Mr. Pilley is a member of the banking firm of Mason, Lewis & Co.

GARDNER DEALERS RID OF REVOLVERS

Prohibitive Order From Chief of Police Causes Them to Send Fourth of July Stock Back.

GARDNER, Mass.—The prohibitive order from Chief of Police Shay has caused a big return to wholesalers of consignments of blank cartridges and revolvers which formed a large part of the stocks of the fireworks dealers here.

Not until the notices were actually issued to the effect that a ban had been placed on revolvers and blank cartridges, did the dealers know anything about the proposed restraint.

Anticipating a bigger sale of noise producers than for years a large consignment of blanks was ready for sale. As soon as the order against firing blanks on the streets became known the dealers asked wholesalers to take back a large part of the stock. Replies came back that if the cartridges and accessories were at the warehouses not later than today they would be accepted.

No time was lost in packing the goods and the boxes were sent out on the fast express. Instead of having an unusually noisy Fourth, Gardner now expects one of the quietest in many years.

FOUR BATTLESHIPS DROP ANCHOR TODAY IN BOSTON HARBOR

Bands Play "The Star Spangled Banner" as Connecticut, Vermont, Kansas and Louisiana Steam up Bay.

SHORE LEAVE GIVEN

Vanguard of North Atlantic Fleet, Which Is to Maneuver Off Cape Cod, Remains Here Over Fourth.

Bedecked with gaily colored bunting floating from their new fire control masts and while the bands on each ship played "The Star Spangled Banner," the four battleships—Connecticut, flagship, Vermont, Kansas and Louisiana, comprising the first division of the North Atlantic battleship fleet under Rear Admiral Saxon Schroeder, came to anchor in the upper harbor near the Charlestown Navy Yard today at 10:30 a. m.

The Connecticut dropped at pier 6 in the navy yard, where the electric wiring will be installed in her new fire control masts in the next few days; the Vermont anchored between the North and South ferries, the Kansas took her station opposite the Clyde street pier, and the Louisiana made her berth opposite the New Haven docks.

Until next Tuesday Boston will see Uncle Sam's sailor boys and marines on her streets in greater numbers than for several years, as the purpose of the warships in coming here is to give their men leave over July 4. Each of the big battleships carries a crew of about 500 men including machinists, sailors and marines and the crews of the Missouri, Salem, Illinois, the torpedo boats, and Panther, will swell the number of enlisted men to over 3000. Many of these men live in Boston or the vicinity and will visit their homes during their stay here, while a program of athletic sports including baseball games has been arranged for the jacksies on July 5.

The number of warships which will be in Boston over the Fourth is 14. Four of the torpedo boats which came in Tuesday cleared this morning for Bangor, Me. They are the Porter, Biddle, Stockton and Du Pont. The auxiliary cruiser Prairie left the yard Thursday afternoon for Philadelphia taking on board the 185 men drafted from the warships at Philadelphia to work the Illinois up to Boston.

It is now known that the scout cruiser Birmingham will come to the Boston navy yard next Tuesday from Newport, after she has landed the members of the Liberator commission there. The Chester, her sister ship, is not expected to come up to Boston, but will probably join the cruiser squadron when the ships leave for the summer maneuvers. The Salem, which arrived Thursday, was put into the big drydock this morning for an overhauling of her bottom, as it is desired to get the most speed possible out of the ship during the nimitic war.

Tuesday all the ships at the navy yard, with the exception of the battleships Missouri and Illinois and probably the torpedo boat Thornton, which is having her bow plates straightened, will leave for Rockport, Mass., where they will meet the other battleships which are to take part in the maneuvers and will proceed to Provincetown bay, where the summer tactics will take place.

The program for the ships includes speed trials and turning trials. The new arrangement of the searchlights on the ships, one on either side and one in front of each of the new masts, will be tried out in connection with the defensive maneuvers.

The battleship fleet will be given a chance to resist an attack by a fleet of torpedo boats assisted by another fleet of submarines. While the ships are in Cape Cod bay the naval reserves of Maine, Massachusetts, Rhode Island, Connecticut, New Jersey and the District of Columbia will be given a chance to man the warships with the regular enlisted men of the navy. It is not expected that the maneuvers will be completed before Aug. 1.

ENLARGES COBURN INSTITUTE INCOME

WATERVILLE, Me.—Coburn Classical Institute trustees announce a gift to the school from some one who desires the name withheld, which will increase the annual income of the institution \$3000 a year.

This sum, in addition to the income now derived from endowments and tuition, which the trustees have constantly plans for a school of high grade instruction, which the trustees have constantly cherished, but for lack of funds have been unable to carry out.

It has been decided to continue the school as a coeducational institution, and the boys' and girls' dormitories will be maintained as at present.

HOTEL AT LAKE PLACID BURNED. LAKE PLACID, N. Y.—The great summer hotel, the Ruesscaumont, was totally destroyed by a fire early today. The loss is \$160,000.



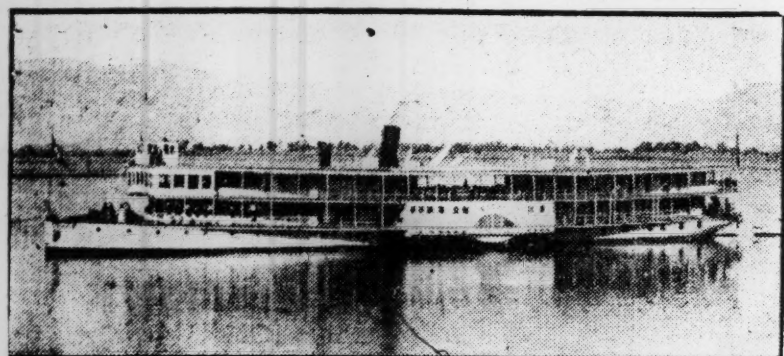
# News of the World Told by Cable and Correspondence

## Steamers on the Nile Supply Comfort and Luxury

Great Cataracts, the Assouan Dam, Khartoum and Omdurman May Be Reached by the River.

ASSOUAN, Egypt. While the railroads serve the everyday life of Egypt, the Nile is the great highway of the tourist. The Great Cataracts, the Assouan dam, historic Khartoum and Omdurman are all to be reached from the great waterway that supplies the agricultural zone of Egypt with water for irrigation.

Perhaps on no other river in the world can the tourist enjoy such a degree of modern luxury of travel combined with such antiquity of scenery. In the river steamers, of which Cook has a fleet of eight, of which the steamer Egypt is a representative, every improvement, appliance, comfort and luxury



STEAMER EGYPT.  
Latest addition to Cook's flotilla on the Nile.

known to the tourist service is incorporated. Self-contained suites, consisting of sitting room, bedroom and bathroom, permit as much seclusion as the traveler desires.

In addition to the eight vessels of this fleet, there are four "express" steamers plying on the river. The steamer

service has revolutionized Nile travel, insuring punctuality and certainty of arrival, enabling the sightseer to behold the whole marvelous panorama with a minimum of effort and a maximum of enjoyment, meanwhile being sheltered, fed and accommodated as pleasantly as amid home surroundings.

## HUNGARIAN HAS NEW AEROPLANE

BUDAPEST. Herr Ludwig Konok, station master at a Hungarian railway station, has just completed the model of an aeroplane which has impressed Count Rácz so much that he has handed to the station master a large sum of money in order that he may be enabled to construct a machine after the pattern of the model, but capable of carrying a man. The station master's model, which he has constructed with the assistance of another Hungarian, Eugen Pados by name, is made of bamboo sticks and canvas fitted with a clockwork machine as is used for mechanical toys. The model started from the ground and flew four kilometers in a circle and returned to the spot from whence it had started, being regulated by a self-steering apparatus.

## INQUIRING INTO CLASS OF ROADS

LONDON. Since August, 1907, an inquiry has been in progress among government colonies and protectorates as to the use of methods of mechanical transport other than railways.

As a result of this inquiry a fund of information has been collected which affords a general view of where roads exist, and where they have yet to be made, what tractors have already proved successful, and in what directions improvements might be made. What will be found of no little interest, and much value to the growing motor interest, are the technical comments of the transport committee, which refer to the East and West Indian various sections of Africa and the Mediterranean.

## U. S. INSTRUCTORS LEAVE PORTO RICO

SAN JUAN, Porto Rico. All the American school teachers who taught in Porto Rico last year under contract have sailed for the United States. The deadlock between the executive council and the house of delegates, leaves the island without money to begin the fiscal year, as the legislature has made no appropriation.

George C. Ward, auditor of Porto Rico, has issued a circular, which is approved by the governor, assuring employees and the public that the obligations of the government will be met before the middle of July, as an early adjustment by Congress is anticipated.

## BIG COLONIZATION GRANT IN MEXICO

MEXICO CITY. A big concession has just been granted by the Mexican government to the Pacific Government Concession and Lands Corporation, Ltd., of Victoria, B. C., to develop and colonize 7,000,000 acres of public lands in the state of Guerrero. It is announced by E. C. Barnes of Victoria, the general manager, that the company will spend about \$10,000,000 in establishing systems of irrigation and building railroads over the lands.

## THE THEATERS.

**BOSTON.**  
CASTLE SQUARE. "Florodora."  
REITH'S. Vaudeville.  
GRIFFIN. "Sapho."  
PARK. "The Traveling Salesman."  
TREMONT. "A Broken Idol."  
**NEW YORK.**  
ALHAMBRA. Vaudeville.  
AMERICAN. Vaudeville.  
ARCADE. "The Broken Idol."  
BROADWAY. "The Midnight Sons."  
CINEMA. "Havana."  
DAILY. "The Climax."  
HAMMERSTEIN'S. Vaudeville.  
HERALD SQUARE. "The Hearty Spot."  
KEITH & PROCTOR'S. Fifth avenue. Vaudeville.  
LYRIC. "The Motor Girl."  
**CHICAGO.**  
AMERICAN. Vaudeville.  
COLONIAL. "The Tenderfoot."  
GARRICK. "The Blue Mouse."  
GRAND OPERA HOUSE. "A Gentleman From Mississippi."  
GREAT NORTHERN. "The Alaskan."  
ILLINOIS. "The Traveling Salesman."  
MAJESTIC. Vaudeville.  
PINELESS. "The Golden Girl."  
STUDEBAKER. "The Candy Shop."

## DELAGOIA BAY WILL BE MAIN PORT FOR ALL SOUTH AFRICA

PIETMARITZBURG, Natal. Regarding the Mozambique treaty, the excitement which was occasioned by the disadvantages to themselves which the Natal colonists thought they saw in the Delagoia bay arrangement, has in a measure subsided. The traffic of the Transvaal is regarded, and not unreasonably, as necessary to Natal, but it is apparent to an increasing number of voters that the prosperity of South Africa, of which Natal is a part, will be increased immeasurably by the agreement concluded between the Portuguese and the Transvaal governments as to the use of Delagoia bay, certainly the best natural harbor in South Africa.

There is no doubt whatever that Delagoia bay, geographically and from the point of view of convenience, is the Transvaal's outlet to the sea. It must also be understood that independently of the formal treaty, and antedating it, important business interests of the Transvaal had established a line of communication with the Portuguese port, many of the large mining and commercial houses of Johannesburg having obtained concessions from the Portuguese government and built warehouses and wharves of their own at Delagoia.

What is known as the Gorjao wharf, more than 3000 feet in length, belongs to the Portuguese government, and half a mile beyond this is the Netherlands pier, also government property. The Portuguese government, however, has spent but a few thousands of pounds in all on improvements at Delagoia bay, as the wharves, piers, cranes, warehouses and the like have been erected very largely with Transvaal money.

The Delagoia Bay Agency Companies have a concession covering some 13 acres of river frontage and jetties built down to low-water mark. The river flowing into Delagoia bay is navigable to shipping for some 13 miles from the mouth, and at Matatola, six miles up this river, is an important timber and trading company's concession, which includes storage facilities, flour and saw mills, everything, in fact, in connection with the business of a forwarding agent and general merchant.

A Johannesburg investment company holds an interest amounting to no less than a fourth in a land syndicate at Delagoia, and the recent purchases of property in the center of Lorenzo Marques by Johannesburg firms will probably eventuate in a building boom. A Johannesburg firm has recently opened a big three-story bonded warehouse in Railway square. Certain Transvaal officials have considerable interests at Delagoia bay; it is useless, therefore, to allege that the new connection is an artificial one or that it is not based upon the interests of the capitalists and mining houses of the Transvaal.

The agreement concedes to the Transvaal the right to recruit natives for labor in connection with the operations of the port, independent of Portuguese control. However, opposition to the arrangement in Portugal, which was spirited at the outset, has changed to satisfaction for the reason that certain restrictions sought to be imposed by the Transvaal were eliminated.

Several British agents have been appointed to participate in the administration of the Lorenzo Marques railroad and port.

## RECORD NUMBER OF EMIGRANTS

OTTAWA, Can. The report of the Canadian emigration authorities for the previous year shows that the number of emigrants from Great Britain and other European countries had, as compared with the previous year, decreased to the extent of 117,081. A larger number had ever been recorded in any one previous year. American emigrants, it is stated, have taken money and effects into Canada to the value of \$60,000,000.

## INVENT NEW TYPE OF TELEPHONE

Swedish Engineers Construct Receiver for Long Distance Service—Trial Made Between Paris and Stockholm.

PARIS. Two Swedish engineers have invented a new type of telephone receiver for long distance service. Its name is the "microphone." A satisfactory trial of the apparatus has been made between Paris and Stockholm, the distance between the two cities being 1100 miles as the crow flies, and considerably longer by wire.

The connection was made via Berlin. At 10 a. m. the French minister at Stockholm, M. Alliez, rung up, and he was able to speak with Madame Alliez, who was in Paris. Telephony over such long distances has by no means been unknown in the past, but it is said that the new invention has wonderful facilities for transmitting the sound of the human voice.

Efforts are now in progress to establish communication from London to Copenhagen, via Paris.

## LARGE CROPS ARE BEING RAISED

SUMMERSIDE, P. E. I. This island is likely to become the potato patch of Canada. Large quantities of potatoes are being shipped to Winnipeg, Calgary, Edmonton and other parts of western Canada. Freights have been very much reduced, and taking advantage of this growers are expanding the industry as rapidly as possible. The opening up of the new market in Canada makes the island less dependent on the United States.

## DELEGATES FROM THREE PROVINCES MEET AT SASKATOON

SASKATOON, Saskatchewan. At the convention of the associated boards of trade of Alberta, Saskatchewan and Manitoba, which was recently in session here, a number of matters important to the prairie provinces were discussed and resolutions relating thereto passed on to the provincial or Dominion governments, according to the requirements of the case.

Probably the most important subject dealt with was that of afforestation and the conservation of natural resources, and the Dominion government was urged to allow no delay in the appointment of a permanent commission to look into this question. Although the prairie provinces are in a process of development, it was deemed highly desirable to gain such a knowledge of the subject as would enable the resources of these provinces to be adequately conserved while being developed. Attention was called to the advisability of timber cultivation along the eastern slopes of the Rockies and in parts of northern and western Alberta.

Because of the need of cheap transportation the government at Ottawa was asked to survey the entire Saskatchewan river from its mouth as far as Edmonton with a view to rendering it navigable, and in the mean time to remove all obstacles which interfere with its present navigability.

**LIPTON HEARD FROM AGAIN.**  
GLASGOW. It is learned here that Sir Thomas Lipton has expressed his willingness immediately to challenge for the America's cup if he can race under any modern rules.

## LLOYD'S COMMITTEE ADOPTS NEW RULES FOR STEEL VESSELS

LONDON. The general committee of Lloyd's Register of British and Foreign shipping have approved and adopted revised rules and tables for the construction and classification of steel vessels. The committee also adopted rules and tables for the construction and classification of vessels intended to carry oil in bulk. Various changes of a highly technical nature to the advantage of shipowner and shipbuilders have been introduced.

An important point of general interest is that more numerous and smaller grades have been introduced, thereby rendering the increase in weight of material for vessels of varying dimensions as gradual as possible. With a view to enabling this to be done, it has been considered of primary importance in the preparation of scantling tables for the new rules to depart from the divisions of one-twentieth of an inch hitherto employed. The unit selected as best meeting the requirements of the case is one-fiftieth, or .02, of an inch. It happens that half a millimeter, and the adoption of divisions of one-fiftieth of an inch will, besides simplifying the work of the drawing office and counting house by reason of the acknowledged superiority of the metric system, serve to bring the British measurements into almost identical correspondence with those employed by our neighbors on the continent.

The new rules are the outcome of a protracted labor of H. J. Cornish, Lloyd's chief ship surveyor, and his staff.

## Cretans Perfectly Tranquil While Awaiting Decision of Powers as to Ultimate Disposition

Leaders of Christian Population Express Confidence in Disinterestedness of the Four Protecting Nations.

CANEA, Crete. Whatever effervescence may be generated elsewhere by the question of the future status of Crete, the situation here on the island itself is perfectly tranquil. The leaders of the Christian population are awaiting developments with equanimity and express confidence in the disinterestedness of the four protecting powers, whose future course of action, it is believed, will be in logical sequence of the policy which they have steadily pursued in the past. That policy has been manifested by a series of steps tending to strengthen the connection between Crete and Greece by

assurances that the powers will take account of the legitimate aspirations of the Cretans. It was manifested finally last October, at the time when Greece proclaimed the annexation of the island, immediately after the Austrian annexation of Bosnia and Herzegovina and the Bulgarian declaration of independence, at which time the powers in question indicated that they were prepared to discuss with Turkey the question of the union of Crete with Greece, provided that order was maintained in the island and the security of the Moslem population was secured.

On the strength of these assurances Greece refrained from any overt advances, while the Cretans, in confident anticipation that the powers could act in the spirit of their assurances, have maintained an exemplary tranquillity, even during the Turkish crisis, and the island has been singularly free from unrest. Their leaders declare their intention not to depart from this attitude after the

withdrawal of the international troops in July, or to take any steps which might complicate the situation or increase the difficulties of the powers in dealing with it.

While a declaration by the powers of a policy favorable to Cretan aspirations would undoubtedly strengthen the hands of the Cretan government in preserving order and curbing the eagerness of the population, there is nevertheless more than this to be considered. The powers fully realize that in the present frame of mind of the Turkish government any change which would tend to impair the de jure sovereignty of the Sultan over Crete might precipitate the very state of affairs which they are particularly desirous of avoiding.

It is believed by those who are in best position to know, that if there should be any alteration in the status quo the outcome would not be favorable either to Greece or to Cretan hopes. Hence some of the very best continental friends of both Crete and Greece advise that the incident of evacuation be allowed to pass with the very least possible disturbance of relations. After a peaceful withdrawal of the foreign troops has become a matter merely of recollection it will remain to be seen if some amicable readjustment cannot be negotiated.

(Considerable disappointment would doubtless result should Turkey ultimately persist in her refusal to exchange her nominal superiority for pecuniary compensation; but in the kaleidoscopic changes of international relations much may transpire in a year or so to superimpose a different determination.)

Little effect has been produced here by the bellicose utterances in Constantinople and Moslem as well as Christian inhabitants pursue their accustomed vocations in peace. It is not credited here that the powers would permit a Turkish fleet to make a demonstration in the neighborhood of the island, for the reason that it might lead to a recurrence of the former disorders. The Moslem leaders prophesy that there will be a general Moslem emigration following the withdrawal of the international garrisons, but this is believed to be groundless. On the contrary, it is thought that any delay in the proposed evacuation would impair Cretan confidence in the good faith of the powers, and create an impression among the Moslem of treachery and vacillation on the part of the allies.

## MONEY FOR NAVAL PROGRAM MAKES HIGH TAX NECESSARY

German Government's Efforts to Redistribute Financial Burden Meeting With Opposition From Commercial and Industrial Elements.

BERLIN. Difficulty in raising money for its ever-extending naval program is actuating the German government in its efforts to redistribute the national financial burden, which are meeting with opposition from the commercial and industrial element. Some knowledge of the characteristics of the German fiscal system, which place the national exchequer in a dependent position, is necessary to an understanding of the situation.

By the federal constitution of Germany the different states retain the right to impose direct taxation within their own borders, and over the moneys thus obtained their state governments have the control. The indirect taxation (gathered through customs duties, port dues, excise duties, including those on sugar and salt, stamp duties and the profits on the imperial railway, postal and telegraphic services, constitutes the imperial revenue, and is devoted to those services which are under the direct control of the imperial government. Even this revenue is not unrestricted. The customs duties and excise, beyond a fixed sum, are appropriated by the states in proportion to population. Should there be a deficit when the imperial chancellor frames his budget and estimates the revenue available this must be made up by what are known as "matricular contributions" from the states.

The customs and excise duties provide the empire with its most reliable source of income, and the revenue from this source has been increased rapidly, being now six times what it was 30 years ago. Bismarck initiated protection very largely with the view of providing an imperial revenue without direct taxation, being strongly convinced that "whoever wishes to make the electors discontented with the government will seek to maintain direct taxation; whoever wishes to

see the population contented will favor indirect taxes." The revenue from customs duties and excise was more than \$230,000,000 in 1906.

Despite the increase there has been a growing gap between imperial revenue and expenditure. In 1905 the deficit was over \$35,000,000, and in the financial year 1908-9 it rose to \$55,000,000, while the present year shows a deficit of \$125,000,000. The question as to how this deficit is to be met has been occupying Germany during the present year, and the states are considerably exercised at the amount of the contributions which they may be called upon to make, while at the same time, as upholders of the federal system, they are not prepared to see the imperial government imposing direct taxation for its own purposes. Meanwhile the emergency has been temporarily met by transferring large items of expenditure from ordinary to extraordinary estimates and covering them by loans.

Much of the expenditure on harbors, docks and canals has been met in this way, and as many of these undertakings are actually productive it cannot be said that the system is altogether unsound. This is even more obvious with regard to the debts of the states themselves, incurred for such development works as railways, canals, mining and forestry, and secured on assets which have a definite and increasing commercial value. The German state is the owner of large business enterprises, the controller of industrial concerns, and (in the case of the federal states) is also a landowner on a large scale. Over \$250,000,000 was earned in 1906 by commercial undertakings (seven tenths from railways) of the empire and the states. Nevertheless the rapid growth of Germany's imperial debt—from \$101,000,000 in 1885 to \$1,000,000,000 in 1908—gives cause for concern to German economists, and it is generally admitted that the method of finance is unsound.

## RUSSIANS TALK RAILWAY LINES

Special Committee Appointed by Minister of Railways Discuss Roads—Approve Main and Branch Lines.

ST. PETERSBURG. The special railway committee appointed by the minister of railways, has been systematically discussing various projects for new railways, such as the St. Petersburg-Nijni Novgorod. The committee has also approved the projected Moscow-Windau-Rybinsk and Moscow-Kazan lines, with different branch lines, and the line of Alait-Sergatch-Nijni Novgorod.

The propositions of the contractors of the St. Petersburg-Kinel railway who have agreed to acquire the assets of the Volga have also met with the approval of the committee. The contractors will extend this line from Hongoulma to Tchisma, a station on the Samara-Zlatoust railway. The contractor of the Babaevo-Batraki line is ready to modify the initial plan, and this line is now to be directed to Alait and Simbirsk by a bridge to be constructed over the Volga.

**GOVERNOR SAILS FOR ENGLAND.**  
ST. JOHN'S, Newfoundland. Sir William MacGregor, who recently sailed for England, has been the most popular Governor Newfoundland ever had. His successor, Sir Ralph Champney Williams, is expected to arrive here Aug. 15.

**EMBLEMS**  
JEWELRY, SILVERWARE, NEW SOUVENIR SPOONS.  
Emblem Catalogue sent on request.  
J. C. DERBY CO., JEWELERS  
Berkley Building, Room 216,  
470 BOLLSTON ST., BOSTON, MASS.  
Telephone connection.

## Mary Baker Eddy

ONLY biography of Mrs. Eddy authenticated from data in the possession of officials of the Christian Science Church.  
The book mentioned in the article from the Houston (Texas) Chronicle in the Christian Science Sentinel of January 24, and in the February Christian Science Journal.  
Three hundred and eighty pages with especially important chapters on "The Discovery of the Principle of Christian Science," "A Strange Conspiracy," etc. Beautifully illustrated and handsomely bound in cloth. Single copies, postpaid, \$3.00. Six copies by prepaid express, \$17.00.

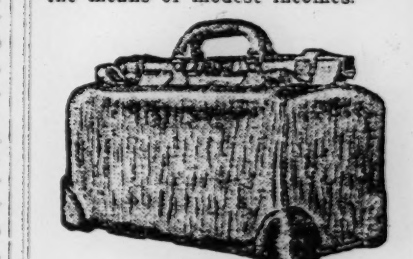
**AGENTS WANTED.**  
Liberal commission to agents and bookellers.  
CONCORD PUBLISHING COMPANY,  
306 Fourth Avenue, New York.

## DESKS DOWN

Take advantage of our special prices this week. We are removing to 25 ARCH STREET.  
And are thinning out our stock of Flat and Roll Top Desks, Office Chairs, Tables, etc. We will let you have them.  
Practically at Factory Cost.  
They are the best make in the world. Even though you may not need anything in this line, a purchase today will prove a good investment.  
Dotten-Dunton Desk Co.  
66 Pearl Street, Boston.  
Just Off Franklin St.

## English Kit Bags

No other bag with the same capacity is so light and durable. Our prices are so low as to bring refined English leather goods within the means of modest incomes.



Kit Bags from 19.50  
Others from 10.75  
London Harness Co.  
(Hanton Co. Consolidated)  
176 Devonshire St. 27 Federal St.  
Boston's Greatest Leather Goods Shop.



# Leading Events in Athletic World

## HARVARD CREWS MAKE CLEAN SWEEP ON THAMES RIVER

Varsity Race Proves Easy for the Crew From Cambridge, Which Wins by Six Lengths.

### ELECT CAPTAINS

YALE-HARVARD RACES, 1909.	
SUBSTITUTE FOURS.	
Harvard	5m. 31s.
FRESHMAN FOURS.	
Harvard	5m. 24s.
GRADUATE EIGHTS.	
Harvard	2m. 25s.
VARSITY FOURS.	
Harvard	13m. 14s.
FRESHMAN EIGHTS.	
Harvard	11m. 32s.
VARSITY EIGHTS.	
Harvard	21m. 50s.

NEW LONDON.—Never before in the history of Harvard-Yale boat racing have the Harvard crews made such a fine showing against their ancient rivals as was the case on the Thames river this year, when the varsity eight defeated the Yale eight in the big race of the regatta Thursday by about six lengths. Every race was won by the Cambridge boys and there was not one that did not show marked superiority for their crews.

Capt. Wray certainly proved himself to be one of the best rowing coaches of the year and his move in replacing Sargent at stroke with Roger Cutler at the last minute was a marked success and brought victory to his side. Harvard won the race by about six lengths, time for the four miles being 21m. 50s. Yale rowed the distance in 22m. 10s. Save for the first hundred yards, when Yale's quicker start gave the blue a momentary advantage, the crimson oars were in front all the way.

Over the first two miles the race was close. Harvard, after obtaining a slight lead before a quarter mile had been covered, drew away, and at one time inside of the two-mile flag there was a narrow strip of open water between the shells. A Yale spurt brought that boat up so that at the two-mile mark it again lapped Harvard's boat. Harvard then increased her speed and her lead increased steadily, but very surely, from a narrow glimpse of the open water at first to the commanding margin at the finish.

No less than six races were rowed this year, one new event having been added to the list. The new event was the substitute varsity fours which was rowed Saturday and was won by Harvard. The freshman four, which had to be reduced to three-on account of Yale being short of a man was also taken easily by Harvard.

The four-oared varsity proved to be the closest race of the regatta and it was the only one in which Yale was able to gain a lead on her Harvard rival. It looked to be a Yale race for the first half mile, but Sargent found himself before the mile was reached and from that point it was all Harvard.

The freshman eight furnished the least exciting race as Harvard took the lead at the very start and was never headed, winning by about 14 lengths. The graduate race was also taken by Harvard in the very fast time of 2m. 25s. for the half mile.

It was the first time since 1883 that the Harvard varsity had defeated Yale two years in succession and Harvard men feel justly proud of the showing made this year and satisfied that rowing is now on the most satisfactory basis ever known in Cambridge. The varsity record now stands 20 victories for Harvard and 23 for Yale.

At the dinner of the Harvard University crew at the quarters immediately after the finish of the race, Josie E. Ward '10 of Denver was elected captain of the crew for next year.

He is 20 years old, and prepared for college at the Denver High School, entering Harvard in the autumn in 1909. In June, 1907, he rowed in his freshman crew which defeated the Yale freshmen at New London and last year he rowed 5 in the Harvard victorious eight. He has been No. 7 in the crew all this season.

Before the Yale men left their quarters for New Haven they elected Ruthven Adriane Wadell 1910 of Poughkeepsie, N. Y., captain for 1910. Wadell is 21 years of age, 6 feet 1 inch in height and weighs 172 pounds. He rowed No. 3 this year. One year ago he rowed in the Yale varsity four-oar. In 1907 he rowed in the Yale freshman eight.

### TWO GOLF TEAMS TIE

CHICAGO.—The Midlothian Country Club of this city and the Los Angeles (Cal.) Country Club tied for first honors with scores of 6 tied to par in the Western Women's Golf Association's competition for the Crafts W. Higgins team trophy Thursday, according to the unofficial reports. Twenty-five teams of four women each completed in the annual events at 18 holes and in the majority of cases finished down to par.

### APPEAL FROM DECISION

SEATTLE, Wash.—An appeal has been entered by the Shawmut car, which finished second in the New York to Seattle automobile race, with the contest committee of the Automobile Club of America from the decision of Referee M. Robert Guggenheim awarding the Ford car No. 2 the prize.

### STROKE OF FAST WESTERN CREW.



CAPT. EUGENE DINOT 1909. Wisconsin University varsity eight.

### INTERCOLLEGIATE WINNERS.

Varsity Eights.	
Year.	College.
1895	Columbia
1896	Cornell
1897	Cornell
1898	Cornell
1899	Cornell
1900	Cornell
1901	Cornell
1902	Cornell
1903	Cornell
1904	Syracuse
1905	Cornell
1906	Cornell
1907	Cornell
1908	Cornell

### Freshman Eights.

Year.	College.
1896	Cornell
1897	Cornell
1898	Cornell
1899	Cornell
1900	Cornell
1901	Cornell
1902	Cornell
1903	Cornell
1904	Syracuse
1905	Cornell
1906	Cornell
1907	Cornell
1908	Cornell

### Varsity Fours.

Year.	College.
1896	Pennsylvania
1897	Pennsylvania
1898	Pennsylvania
1899	Pennsylvania
1900	Pennsylvania
1901	Pennsylvania
1902	Pennsylvania
1903	Pennsylvania
1904	Pennsylvania
1905	Pennsylvania
1906	Pennsylvania
1907	Pennsylvania
1908	Pennsylvania

## JOHNSON BEATS NILES AT ORANGE

ORANGE, N. J.—The match between Wallace F. Johnson, the Pennsylvania state champion, and N. W. Niles, the Harvard player and once intercollegiate champion, was the feature of the middle states tennis championship here Thursday. It was a tussle for every stroke. It was in the third round, and Niles took the first set by a score of 6-1, and it looked then as if he would run out the match in quick order. But Johnson was not so easily disposed of. He did so well that he won the next two sets and the match. In this same round there was some surprise when H. C. Martin won from Hugh Tallant. In the semi-final C. M. Bull met Martin, and Bull won with two straight sets.

Miss Louise Hammond won her match in the semi-final of the women's singles from Miss Gwendolyn Rees in two straight sets, though Miss Rees put up a stubborn fight in the second set, which went 8-6 before Miss Hammond came out a winner. Mrs. G. L. Chapman won her match in the first round from Miss H. Mills, and it looked as if she would be the finalist against Miss Hammond.

The summaries: Men's singles, third round. C. M. Bull defeated Otto H. Hink, 6-0, 8-6; H. C. Martin defeated Hugh Tallant, 6-1, 6-4; J. P. Huggins defeated N. W. Niles, 6-1, 6-2, 6-2.

Semi-final C. M. Bull defeated H. C. Martin, 6-1, 6-2, 6-2. Men's doubles, preliminary round. Otto H. Hink and Harry Torrance defeated Edward F. Hink and Lyle E. Chapman, 6-3, 6-2, 6-3.

First round. H. H. Hackett and R. D. Little defeated E. W. Leonard and partner by default. Hugh Tallant and Lyle E. Chapman defeated Dr. B. Hawk and R. M. James, 6-3, 7-5, 6-2. P. Lee and R. L. Wadell defeated George L. Wadell and J. P. West, 6-1, 6-3; G. S. Greenback and L. E. Hinch, 6-0, 6-4.

Women's singles, first round. Mrs. G. L. Chapman defeated Miss H. Mills, 6-1, 6-3. Semi-final round. Miss Louise Hammond defeated Miss Gwendolyn Rees, 6-2, 8-6. Women's doubles, first round. Miss Edna Wilsey and Miss Southern defeated Miss Reynolds and Miss Freeman, 6-1, 6-1.

## VARSITY CREWS OF FIVE UNIVERSITIES AWAIT THE SIGNAL

Experts Pick Cornell or Syracuse to Win the Big Race on the Hudson River This Afternoon.

### RULES UNCHANGED

POUGHKEEPSIE, N. Y.—Five universities will be represented here this afternoon in the big varsity eight-oared race of the Intercollegiate Rowing Association on the Hudson river near this place. Races for four-oared varsity boats and freshman eights will also be held. Pennsylvania has the inside course, with Wisconsin in position 2, Cornell 3, Syracuse 4 and Columbia 5, in the big event.

The first race scheduled to take place is the four-oared varsity, which starts at 3 p. m. This race will be followed at 3:45 by the freshman eights, and at 5 p. m. the varsity eights will start. No changes have been made in the regatta rules about mark buoys below the bridge over those in force last year. Last year the Cornell four, when leading comfortably, ran into a raft on the west side of the course and was wrecked, losing the race for the Ithacans. It was thought that this time some alteration might be made so that the buoys would be eliminated. The rules for the regatta this time, however, provide that at a point one-quarter mile south of the bridge mark boats or buoys bearing ball signals will be anchored on the sides of the course about 710 feet and 1,175 feet from the westerly shore.

No boats shall follow the races excepting the stewards' boat, other official boats and the launches of the competing crews, and no person on either of such boats shall be permitted to direct the course of a competing boat or coach any of the oarsmen or coxswain. The referee may disqualify a crew receiving such direction or coaching.

Captain Foley of the Seminole states that the course will be absolutely under the control of the government and that in case of infractions of the regulations a penalty will be inflicted.

Cornell and Syracuse are generally picked as the favorites for the big race this year. Syracuse won it last year, and this year's eight looks fully up to the 1908 standard. Coach Courtney has a fine set of men in the Cornell eight who will take a lot of beating. Pennsylvania has a fair average eight. Columbia is an uncertain proposition owing to the many changes made in the boat. Wisconsin appears to have an average western eight. All the coaches express satisfaction with the work of their men, but none will make any predictions. The most optimistic are James H. Ten Eyck of Syracuse and James Rice, the Columbia coach.

There have been no changes in any of the eight-oared crews, the personnel remaining the same as during the past week. A change is likely, however, in the Syracuse four-oared boat, as it was announced late Thursday that K. L. Klock, bow oar, would probably be unable to row. The choice for his place will be Lucius Bush, a substitute.

### NEW ENGLAND LEAGUE STANDING.

Won.	Lost.	P.C.
Lynn	20	430
Fall River	21	411
Brookline	22	404
Haverhill	25	361
Worcester	26	359
New Bedford	29	347
Lowell	30	344
Lawrence	31	339

### THURSDAY'S GAMES.

Fall River 9, Lawrence 2.
Lowell 6, New Bedford 5.
Haverhill 5, Brookline 2.

### EASTERN LEAGUE STANDING.

Won.	Lost.	P.C.
Rochester	28	423
Providence	29	409
Newark	29	400
Buffalo	31	392
Montreal	31	472
Toronto	34	460
Jersey City	35	431

### THURSDAY'S GAMES.

Toronto 2, Buffalo 0.
Toronto 3, Buffalo 0.
Jersey City 2, Newark 0.
Providence 4, Baltimore 1.
Rochester 1, Montreal 0.
Rochester 12, Montreal 2.

### CONNECTICUT LEAGUE STANDING.

Won.	Lost.	P.C.
Hartford	28	423
Holyoke	29	409
New Britain	29	400
Springfield	31	392
Waterbury	31	472
New Haven	34	460
Northington	35	431
Bridgeport	35	431

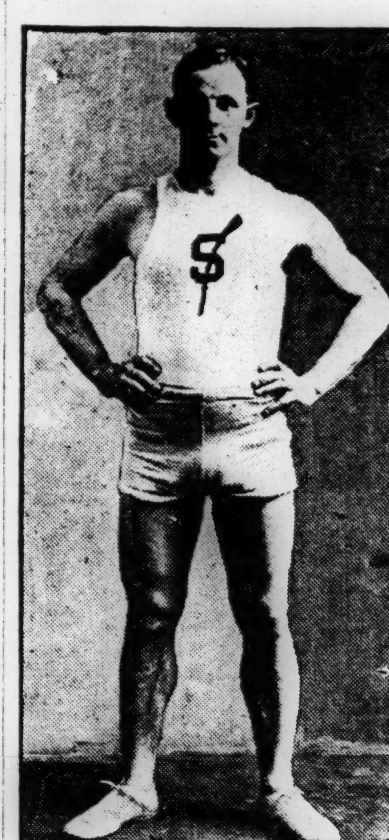
### THURSDAY'S GAMES.

New Britain 6, Springfield 5.
Springfield 10, Springfield 2.
Waterbury 7, Northampton 6.
Holyoke 5, Hartford 2.
New Haven 2, Bridgeport 1.

### TRAVIS WINS QUALIFYING MEDAL

UTICA, N. Y.—Walter J. Travis of Garden City won the medal in the qualifying round of the golf tournament under the auspices of the Yahnudasis Golf Club of this city, which opened Thursday morning. He was tied in the morning with W. P. Stevenson of Yonkers and Sherrill Sherman of Utica, all having cards of 84. In the afternoon Travis won with an 82.

### HOPES TO RETAIN TITLE.



CAPT. W. C. FISHER 1909. Syracuse University varsity eight.

### STATISTICS OF VARSITY EIGHTS.

SYRACUSE.	
Row.	Height.
1. J. J. Fisher	5' 10" 165
2. J. J. Fisher	5' 10" 165
3. J. J. Fisher	5' 10" 165
4. W. N. Gere	6' 0" 168
5. J. J. Fisher	6' 0" 168
6. M. C. Shiner	6' 0" 168
7. W. C. Fisher	5' 10" 165
Stroke—E. G. Champin	6' 0" 176

### CORNELL.

Row—C. N. Seagrave	5' 6" 166
2. L. D. Simpson	5' 11" 169
3. E. R. Kelley	5' 11" 169
4. W. M. Altshuler	6' 0" 171
5. S. H. Sutton	6' 0" 167
6. J. J. Fisher	6' 0" 164
7. S. W. Names	5' 11" 164
Stroke—R. W. Weed	5' 11" 156

### WISCONSIN.

Row—H. A. Sunnunt	5' 11" 169
2. S. Kerr	5' 11" 165
3. R. C. Trane	5' 11" 172
4. R. H. Hare	6' 0" 165
5. W. D. Van Loon	5' 11" 176
6. J. J. Fisher	6' 0" 171
7. K. L. Krametz	6' 0" 170
Stroke—E. A. Dinot	6' 0" 163

### PENNSYLVANIA.

Row—A. J. Bennett	6' 0" 165
2. J. F. Reeves	6' 0" 165
3. L. W. Hoggland	6' 0" 170
4. R. C. Trane	5' 11" 172
5. J. P. Walton	6' 0" 178
6. D. Shomer	6' 0" 182
7. F. W. Brington	5' 11" 176
Stroke—E. W. Ballard	5' 11" 158

### COLUMBIA.

Row—P. Renshaw	6' 0" 169
2. J. F. Reeves	6' 0" 172
3. F. Miller	6' 0" 167
4. F. H. Saunders	6' 0" 178
5. J. P. Walton	6' 0" 178
6. T. A. Robinson	6' 0" 178
7. L. H. Spaulding	6' 0" 170
Stroke—R. K. Murphy	6' 0" 158

## CHAMPION ROSS RETAINS TITLE

Two Brothers Take First and Second Places in Massachusetts Open Golf Tournament.

### NEWTON.—For the fourth consecutive

time Alexander Ross of the Brae-Burn Country Club, West Newton, won the open golf championship of Massachusetts Thursday at Woodland from a field of 22 players in 290 strokes for the 72 holes. His brother, Donald, finished one stroke behind in 291, and at 294 was young M. J. Brady of the Commonwealth Country Club. McNamara was fourth with a total of 297. McNamara played the lowest single round of the tourney, a 70, Thursday morning, and had the lowest for the 36 holes played, a total of 143. His poor round of Wednesday morning put him out of the running for first place.

Arthur G. Lockwood led the amateurs with a score of 308, and was seventh in the list. The score of those who finished were: Alexander Ross, Brae-Burn, 75 72 72 290; J. J. Ross, Oakley, 71 72 71 291; M. J. Brady, Commonwealth, 73 74 73 294; T. L. McNamara, Wollaston, 75 75 75 297; Alex. Campbell, Country, 77 72 74 300; M. Campbell, Country, 77 72 75 300; A. G. Lockwood, Alston, 80 72 77 300; D. Brown, Lawrence, 82 80 76 312; H. C. Lagerblade, Oakley, 78 78 78 312; C. Burgess, Woodland, 81 78 78 312; D. Kimball, New Bedford, 80 80 78 314; L. C. Scroes, Boston, 83 80 79 315; W. Clark, Springfield, 84 81 78 315; J. B. Hyman, Vesper, 79 81 74 315; W. Dow, Fall River, 82 81 74 315; W. H. Murphy, Alpine, 83 83 80 313; F. M. Gould, Albemarle, 81 82 85 313; P. F. Murphy, Salem, 81 82 85 313; J. H. T. Brown, Vesper, 82 88 87 313; J. S. Watson, Lowell, 83 90 90 313.

### Amateurs.

### RACE SATURDAY FOR TRIBUNE CUP

PROVIDENCE, R. I.—The long-distance race for the Tribune cup will be held here Saturday. The course is about 40 miles, from the Rhode Island Y. C. to Newport and return. A number of Boston racing yachts will compete, among the most prominent of which are the Marie, owned by Hollis Burgess, and the Nutmeg, owned by Allen C. Jones. The race promises to be a lively one. Local yachtsmen are sure that they can beat the Massachusetts boats and do not apprehend in the slightest any undue competition from the Boston boats.

## DETROIT EASILY BEATS CLEVELAND IN SECOND GAME

Boston Takes One From the Philadelphia Team, While St. Louis Wins Again From Chicago.

### NEW YORK WINS ONE

AMERICAN LEAGUE STANDING.	
Won.	Lost.
Detroit	44
Philadelphia	36
Boston	36
Cleveland	32
New York	30
Chicago	26
St. Louis	24
Washington	21

### GAMES TODAY.

Philadelphia at Boston.  
Washington at New York.  
Detroit at Cleveland.

### NATIONAL LEAGUE STANDING.

Won.	Lost.	P.C.
Pittsburgh	44	740
Chicago	38	633
New York	33	580
Cincinnati	32	525
Philadelphia	27	446
St. Louis	21	407
Brooklyn	21	362
Boston	16	271

### GAMES TODAY.

Boston at Philadelphia, two games.  
New York at Brooklyn.  
Chicago at Pittsburgh.  
Cincinnati at St. Louis.

Detroit easily defeated Cleveland in their game Thursday by a score of 9 to 3, heavy batting by Crawford winning it. Boston took a game from Philadelphia by a score of 3 to 1. New York won a ten inning game from Washington 2 to 1 and St. Louis beat Chicago 2 to 0.

### ERRORS HELP DETROIT WIN.

CLEVELAND.—Cleveland was easy for Detroit Thursday, losing 9 to 3, largely due to the ineffective pitching of Berger, who lasted but two innings. Flick got back into the game after a long absence and showed well. Six Detroit hits, bunched with three Cleveland errors in the second inning, netted Detroit six runs, practically deciding the game. Crawford's batting featured the game.

The score:  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Detroit.....1 6 0 0 0 2 0 0-9 12 2  
Cleveland.....1 0 0 0 0 0 0 0-1 8 5  
Batteries, Willett and Schmidt; Berger, Liebhard and Easterly; Empires, Connolly and Hurst.

### ARELLANES HELPS BOSTON WIN.

With Arellanes pitching the Boston team won the game from Philadelphia Thursday, 3 to 1. McConnell was the feature of the game. He got two of the three runs and scored three hits in four times up. Collins played a good game for the losers, scoring their only run. The score:  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
Boston.....1 0 1 0 0 0 1 0-3 9 1  
Philadelphia.....1 0 0 0 0 0 0 0-1 6 3  
Batteries, Arellanes and Carrigan; Bender and Thomas; Empires, Perrine and O'Loughlin.

### PELTZ PITCHES WINNING GAME.

CHICAGO.—St. Louis continued its winning streak Thursday by defeating Chicago 2 to 0. Peltz had the losers at his control at all times and did not allow a hit until the seventh inning. Score:  
Innings.....1 2 3 4 5 6 7 8 9 R.H.E.  
St. Louis.....0 0 1 0 0 0 1 0-2 8 4  
Chicago.....0 0 0 0 0 0 0 0-0 4 0  
Batteries, Peltz and Criger; White, Sullivan and Owens; Empires, Evans and Egan.

### NEW YORK WINS IN TEN INNINGS.

NEW YORK.—New York defeated Washington Thursday in a 10-inning game by a score of 2 to 1. Conroy's error in the tenth, with the bases filled, gave the locals the victory. Laporte scoring the winning run. The score:  
Innings.....1 2 3 4 5 6 7 8 9 10 R.H.E.  
New York.....0 0 0 0 0 1 0 0 0 1-2 7 3  
Washington.....0 0 0 1 0 0 0 0 0 0-1 8 2  
Batteries, Manning and Sweeney; Smith, Hughes and Street; Empires, Sheridan and Kerin.

## THOMAS MAY BE BOSTON MANAGER

PHILADELPHIA.—Although Frank Bowmen denies that there is any trade on between New York and Boston for his release, it is believed that the arrival of President Dovey



MEYER HAS A DAY  
AT NAVY STATION

Secretary of Navy Today  
Pays First Visit to New-  
port and Is Warmly Re-  
ceived by Officers and Men.

NEWPORT, R. I., July 2.—Secretary of the Navy Meyer today is paying his first visit to the naval station here, arriving from New London on the despatch boat Dolphin. As the secretary landed he was saluted with 17 guns and was received by Rear Admiral John P. Merrell, commander of the second naval district and president of the naval war college, with his staff, and Commander William F. Williams, commanding officer of the training station, and his staff.

Later the secretary visited the naval war college, watched the officers in their war games, and visited the torpedo station.

Secretary Meyer entertained on board with a luncheon later a number of his Newport friends, and was scheduled to sail this afternoon for Boston.

HARMS' CHARGES  
DENIED IN REPORT

WASHINGTON.—"Not one of his charges has any basis in fact," is the gist of the report made today to Secretary of Agriculture Wilson, by A. D. Babin, chief of the bureau of animal industry, and George P. McCabe, solicitor of the department, regarding statements made recently by J. F. Harms in his letter of resignation as an inspector of meats at the East St. Louis packing houses.

Melvin and McCabe personally investigated the charges and say Harms was tired of the service, had been urged on by a man who had a grudge against certain packers who compelled him to pay his honest debts, and had a grudge against his official superiors, because he had been suspended for neglect of duty.

ACTION DUE TODAY  
ON N. Y. SUBWAY

NEW YORK.—The board of estimate will act today on the question of authorizing the advertising of all routes asked for by the Bradley-Gaffney-Stevens firm in the new \$200,000,000 subway.

After going over the plans submitted by Theodore P. Shonts, Chairman Willcox announced that no effort would be made to get the Shonts plans before the board of estimate today. This will be the last meeting of the board until September. Mr. Willcox said he and his colleagues saw no reason to change their plans for going ahead with the Broadway-Lexington avenue route. This is the route the Bradley-Gaffney-Stevens firm wishes to build.

BOSTON CUSTOMS  
SHOW GOOD GAIN

Collector of the Port George H. Lyman today issued figures of the receipts for customs duties for the year ending June 30, showing that there is a gain of \$4,808,316.03 over the fiscal year for 1908. The total receipts for 1909 are \$27,385,345.04, of which \$314,072.96 is credited to fines and fees.

In 1908 the total customs receipts aggregated \$22,577,029.01, and in 1907 \$28,177,079.23 was received, which stands today as the record figure since the establishment of the custom house here.

Mr. Lyman is of the opinion that by the fall the customs receipts will be greater than ever before.

SELECTING RIFLE  
TEAM POSTPONED

John Caswell, acting chief of ordinance of the Massachusetts militia, makes known today that his selection of a team to represent the commonwealth in the annual rifle competition of the United States Military Association and for competition in the national match to be held at Camp Perry next month, must be postponed for at least 10 days.

Colonel Caswell says that his list of available men are so closely matched that it will take 10 days to decide the ones to pick out.

Saturday and Monday Colonel Caswell will take the men out on the Wakefield target range for practice.

## ERIE CANAL TRAFFIC TIE-UP.

ROCHESTER, N. Y.—Traffic on the Erie canal over the level, 62 miles long, from Brighton to Lockport, is entirely suspended. One hundred boats are stranded and no relief before Sunday is in sight.

## PRINCESS PAINTS MARKHAM.

NEW YORK.—Edwin Markham's portrait has been painted by the Princess Lowell Paraghy. Fredrick Delius, "with power of attorney," announces that it will be exhibited in her studio.

News in Brief Gathered Today from  
Towns and Cities in Massachusetts

## WALTHAM.

Arrangements have been completed for the summer season at the city playgrounds, opening Tuesday, July 6, and continuing nine weeks. The playground work this year will be conducted under the supervision of Henry A. Dame, who will be located at the Bicycle park, where he will be assisted by Thomas Smith of the high school. Carl Atwood will have charge of the Stony Batter grounds, and at the Lowell playground John W. Bryson will be the instructor.

A three-cornered baseball league will be organized shortly by frequenters of the playgrounds, and it is expected that games will commence the second week in July.

Three new teachers are appointed to positions in the Waltham schools, namely, Harry A. Dame, teacher of mathematics and gymnastics at the high school; Miss Maud Garrison, temporary teacher for one year at the high school, and Mary D. Pennell, kindergarten teacher at the Robbins School.

The school committee has voted to place the school grounds at the disposal of the vacation school for the summer.

## WAKEFIELD.

Wakefield's July 4 celebration this year will consist of amateur sports in the morning, professional track and water sports, the latter on Lake Quannawadit, in the afternoon; a children's entertainment at the town hall at 9 a. m.; concerts by the Boston & Maine Y. M. C. A. Band at 2:30 and 8 p. m. The town limited the appropriation to \$300 this year, hence the fireworks will be omitted.

The Rev. Frank W. Wheeler of Wakefield, at present pastor of the Middletown Springs, Vt., Baptist Church, has received a call to Westport, N. Y.

Wakefield's apportionment of the state tax this year is \$11,295; the county tax, \$8125.52; the metropolitan park tax, \$4282.09; and the metropolitan sewer tax, \$8125.52—a total of \$33,380.15, which amount is \$1250.66 less than in 1908.

## MALDEN.

The Young Ladies' Charitable Association is to give a barn party this evening in Marie Hall.

Malden, Melrose, Everett and Wakefield are considering the establishing of a baseball league to be known as the Middlesex League.

Two teachers—Miss Angie Sparks and Miss Marion Spaulding of the Center School—have accepted positions in the state of Washington and will report there in September.

Middlesex Lodge of Odd Fellows has elected William Armstrong as noble grand and Frank Taylor vice-grand. The new officers will be installed by D. D. Leslie F. Keene of Melrose at the meeting next week.

## TAUNTON.

The public property committee has awarded the contract for building a new school on Walker street to Franklin D. Williams.

Miss Cora Roper, instructor in the Latin department of the Taunton High School, has been called to fill a similar position in the Boston Latin School of which she is a graduate.

Thursday Taunton observed the twenty-eighth anniversary of the establishment of the free delivery mail service in this city. The four original carriers were Isaac Leach, Joseph Smith, Emory Dickerman and Harry Ryder. The two former are yet in the service.

## LYNN.

Lynn's new police courthouse is nearly furnished and will be formally occupied on July 15.

The required permit for the erection of a classical high school building on North Common street has been granted by Building Superintendent Herbert C. Bayrd.

The Pullman mission commenced its twenty-third year this week.

James E. Manning has received license to erect a four-story brick building for stores and lodgings on Union street and Union court, to cost \$35,000.

## NORTH EASTON.

The tax rate for the town this year will be \$10.10 per thousand, an increase over last year, due largely to the increased appropriations for schools, which is \$2250 more than last year. The district tax will be \$2.95 against \$2.10 last year. This increase is caused by the water bond of \$2500 which is due this year.

## CAMBRIDGE.

A hearing on the question of the granting of a building permit to the Salvation Army has been set for July 7 at 8 p. m. by Superintendent of Buildings Tracy. Strong protest has been raised in the city against the erection of an \$18,000 barracks by the army at the corner of Green and Pleasant streets. An application has been filed asking a permit.

## HUDSON.

Hudson's tax rate this year will be \$20, or \$2 less than last year.

The total number of poll tax payers is 2056; the total valuation \$3,925,195; buildings \$2,297,930; land \$789,075; personal \$738,155; total taxes to be raised \$80,632.71. The personal property assessed, excluding resident bank stock, shows an increase of \$318,850.

Company M will go to Plymouth Monday to attend the anniversary celebration. The company will take part in a parade in the forenoon, and a battalion drill in the afternoon.

Alfred D. Gleason, mill owner, has brought a bill in equity against the town of Hudson and the board of public works. It is returnable in the supreme court in Boston the first Monday in August. The action is based on a bill of complaint alleging pollution of the Assabetz river. A hearing takes place today before a supreme court judge in Boston as to whether an injunction should be issued.

## BROCKTON.

Ex-Mayor William L. Douglas has sent 115,000 letters to men in the trades which use leather, urging them to write letters to their congressmen in favor of free hides.

A new postoffice sub-station has been opened at Maguire Brothers' news store, Montello and Center streets.

L. M. Chubbuck has been made an associate member of the American Federation of Art.

The M. A. Packard Shoe Company, of which Mayor Kent is a member, will start a third factory in this city within a few weeks.

George S. Paine, boys' secretary of the Y. M. C. A., is at the Boys' Club farm at Easton with his family, making arrangements for entertaining some 200 boys there this summer. The first group of boys will go there next Monday.

## DORCHESTER.

On Saturday morning a number of members of the Savin Hill Yacht Club will leave on a three days' cruise as far as Gloucester and Annisquam in power boats. The trip is in charge of Joseph Eldredge and Chester Freeman of the entertainment committee of the club.

The Entre Nous Club of Dorchester held its annual outing at Squantum Thursday afternoon. The houseboat of Mrs. Charles E. Folsom was put at the disposal of the organization during the day.

An anonymous gift of \$100 has been received by the committee in charge of the funds for the vestry soon to be erected by the Harvard Church.

## BROOKLINE.

Brookline's Fourth of July program consists mainly of athletic events and band concerts. Children's entertainments are to be provided in the town hall in the morning and afternoon.

Six graduates of the Brookline High School of this year are taking their final examinations at Technology this week. Eight members of the junior class are trying the preliminary tests.

Work on the library is progressing rapidly. The buildings on the adjacent lots have all been torn down, the trees cut down and the old building raised on trestles ready to move.

## WINTHROP.

The Winthrop Yacht Club will hold a class handicap race on Saturday afternoon.

The annual meeting of the Ocean Spray Hall Association, which holds religious services in this hall on Shirley street, will be held on Wednesday evening, July 7, to elect officers.

The Winthrop W. C. T. U. will hold its July meeting on Tuesday afternoon in the vestry of the First M. E. Church. Mrs. Samuel Belcher presiding. The matter of contributing some money toward the apparatus for the playground will be brought up among other business.

## WEST ROXBURY.

George A. Cowan, an instructor at the West Roxbury High School, has left for Denver, where he will attend the convention of the National Educational Association and will read a paper on "Aims and Methods of Teaching."

The dropping of six call men from the Boston fire department has left West Roxbury without a single call man for the first time since the fire department was started. The men all belong in West Roxbury.

## DEDHAM.

The Dedham Boat Club will be represented in the city of Boston's Independence day regatta by its famous war canoe crew and two teams of fours.

Twenty new bathing closets are being added to the town bath house on Mother brook.

## SOUTH HANSON.

The school committee has elected the following teachers for the coming term: Miss L. Retta Dunbar, Emily Baker, Miss Helen Lundy, Miss Clara M. Lord, Miss Helen Carter, R. Donald Ross and Miss Alice Lane.

## STOUGHTON.

The Stoughton Wayside Mission has elected these officers: President, Mrs. Marianna Walker, vice-president, Mrs. Fred H. Landon, secretary and treasurer, Mrs. Emily Heath.

## BLOCKS POINT JUDITH JOB.

WASHINGTON.—General Marshall, chief of engineers, has submitted to Congress an unfavorable report on the preliminary examination of Point Judith pond. R. L. with a view to obtaining a navigable depth.

BOSTON CONCERTS  
BY BANDS MONDAY

Trustees of Municipal Music  
Department Announce the  
Organizations and Where  
They Play.

The trustees of the Boston music department have arranged band concerts in connection with Monday's celebration of Independence Day, as follows:

Common, 3:30 p. m., First Corps Cadets Band.

Marine park, 3:30 p. m., Ives' Band.

Franklin park, 3:30 p. m., D'Avino's Band.

North square, 3:30 p. m., Letter Carriers Band.

Jamaica pond, 3 p. m., Bates' Band.

Marcella street playground, 3:30 p. m., Gurley's Band.

Chandler street and Columbus avenue, 4 p. m., Fusilier Band.

Jamaica pond, 7 p. m., Bates' Band.

Rosindale playground, 8 p. m., D'Avino's Band.

Wood Island park, 8 p. m., Stone's Military Band.

Franklin field, 8 p. m., First Corps Cadets Band.

Orient Heights, 8 p. m., Columbus Band.

Tower street, 8 p. m., Gurley's Band.

Fellows street playground, 8 p. m., Commonwealth Band.

Rogers park, 8 p. m., Fairbanks' Band.

Winthrop square, 8 p. m., Boardman's Band.

Washington park, 8 p. m., Highland Cadet Band.

Neponset playground, 8 p. m., Fusilier Band.

Tuttle House lawn, Savin Hill, Dorchester, Mystic Band.

BUY FOR BALLOON  
HUNT OVER AFRICA

NEW YORK.—George R. Lawrence, chief photographer of the expedition, and Charles A. Hughes, who is attending to the business details of the W. D. Boyce African balloon expedition, are now in New York buying supplies. Mr. Boyce, who is financing the expedition, is a publisher of weekly family papers in Chicago. Mr. Lawrence has been taking pictures from balloons for many years and has now perfected a controlling device which, he says, will hold a camera steady for a time exposure almost indefinitely. Six or seven cameras are to be taken, the largest of which will be an aerial machine holding plates 22 by 55 inches. Sixty plates of this size are to be taken.

Mr. Boyce and Mr. Hughes will leave New York on Aug. 4 for London, where they will buy most of the equipment. Mr. Lawrence will leave on Aug. 14 for Naples. The party expects to be gone nearly a year.

CASTRO GIVES OUT  
NEW STATEMENT

SANTANDER, Spain.—Cipriano Castro, the former President of Venezuela, has given out the following written statement:

"The ridiculous report of my disappearance undoubtedly originated in the United States. The American government, to justify its conduct and the pressure it is exercising upon my country, seeks persistently to create the belief that I am organizing a revolution."

"The sending of other warships to Venezuelan waters perhaps will result in a dignified attitude on the part of the Venezuelan Congress to prevent the interference of the American government in our domestic affairs. The first attempt at expansion having failed, the American government is preparing to deceive the world with another wicked scheme, under cover of which it can accomplish its purposes."

NESTOR OF COURT  
BEGINS NEW TERM

FALL RIVER, Mass.—Augustus B. Leonard today began his new term of five years, as clerk of the district court. In reading the commission of reappointment from Governor Draper on Thursday, Judge McDonough said:

"I might say after reading this commission that Mr. Leonard has been clerk of this court, and its predecessors, for 53 years. He has, therefore, a long record of service and is thereby the Nestor of all clerks in the commonwealth, probably in New England and perhaps in the country. Still in full vigor he has been a historical figure in this court for two generations. I hope he will be saved many years to the court. I congratulate him on his long and praiseworthy services."

ADVISES ITALIANS  
TO SHUN THE U. S.

ROME.—During the discussion of the foreign office estimates in the Chamber of Deputies, Signor Ferri advocated the encouragement of emigration to South America. He recounted his personal observations on his recent visit to Argentina and Brazil and explained the conditions of the Italian immigrants in those countries. He insisted that South America is to be preferred to the United States and that Italy should strengthen her friendly relations in that direction.

## LONGWORTHS ARE AT BEVERLY.

BEVERLY, Mass.—Congressman Nicholas Longworth and his wife, formerly Alice Roosevelt, are enjoying the first day of their vacation stay at the Longworth summer home on Hale street. Mrs. Susan Longworth of Cincinnati, mother of Mr. Longworth, preceded them by several days.

Boston Motorists Today Commend the Fairness  
And Purposes of the New State Automobile Laws

The new motor law, four sections of which went into effect Thursday, is regarded favorably in automobile circles, according to good authorities seen today. The law is considered to be a great step toward centralization of authority and legislative power in this state and the abolition of local jurisdiction. In future the state highway commission will have supreme authority in all matters pertaining to automobile regulations. This will, it is said, tend to a unification of these regulations in the various parts of the state and insure a sensible administration of auto affairs, satisfactory to the legitimate autoist as well as to the general public.

The part of the new law which took effect Thursday provides that "no ordinance, by-law or regulation now in force in any city or town or in any park or parkway which regulates the speed at which motor vehicles shall be run upon its ways, or which excludes such vehicles therefrom, or which governs or restricts the use of such vehicles, shall hereafter have any force or effect."

About 30 towns have had local regulations restricting or prohibiting the use of autos on certain streets. These regulations are now abolished. It is said that even Franklin park will now be open to motorists, according to the technical interpretation of the law. Police Commissioner O'Meara has issued official instructions regarding the new law.

Other sections of the law in force today include stopping autos on approach-

ing a horse on the road if the animal appears frightened, or if the driver signals to stop. Autoists must slow down upon approaching a pedestrian in the road, whether the latter is on a crosswalk or not. Speed limit throughout the state is 20 miles an hour, except in business and dwelling sections. In making turns the speed limit is eight miles an hour.

William A. Thibodeau, a director and chief counsel of the Automobile Legal Association, today declared he is pleased with the provisions of the new law and thinks its effects will be helpful. But in regard to the parts of the law which will take effect on Jan. 1, he is not in sympathy. His principal objection is to the substitution of a graded registration according to the horsepower of the machine for the new uniform fee of \$5. As there is now a local tax on automobiles he looks upon the additional fees as a double tax, which, he says, is unconstitutional. This point he intends to dispute in the courts. He is also opposed to the new fines.

Francis Hurlbut, Jr., counsel for the Automobile Owners' Association, was loud in his praise of the new act. He said he considered it a strict advancement combining the best auto laws in the country. Although he does not approve of the enactment in all its details, as a whole he considers it a capital piece of legislation. Mr. Hurlbut has issued a bulletin to the members of his association reminding them that the rules and regulations of the city park commission and the other local ordinances which went into effect last January will prob-

ably be reenacted by the highway commission and enjoining them to observe these rules although not technically operative. He favors these regulations because they help to regulate traffic in the city, especially in the congested districts.

Mr. Hurlbut also called attention to the fact that while the new law superseded all local regulations, it was not operative on roads governed by the metropolitan park commission. The Milton and Revere Beach parkways come under this head. The island of Nantucket is also excepted.

He is not inclined to discuss the constitutionality of the graded registration fee, but he thinks the system will prove beneficial, as all money so taken will go toward the upkeep of the roads. Under the new regime all money obtained from spy traps will also go for the improvement of the highways, instead of into the local treasury.

Mr. Hurlbut makes the following announcement on behalf of the A. O. A.: "The Automobile Owners' Association is heartily in favor of the traffic rules and regulations of the city of Boston as it believes that they have considerably lessened congestion and safeguarded the public interests."

"The street commissioners have not decided whether they will take any action as a result of Police Commissioner O'Meara's ruling which conflicts with their regulations. They are now awaiting an opinion from Corporation Counsel Babson on the subject. Street Commissioner John H. Dunn says that no action will be taken until this opinion is received."

LOYAL WORKERS  
END CONVENTION

Officers and Standing Committees Are Elected at the Annual Meeting Held in Portland, Me.

PORTLAND, Me.—The annual convention of the General Eastern Young People's Society of Loyal Workers for the New England and Middle States closed at the Christian Advent Church.

The following were chosen officers: President, the Rev. L. F. Reynolds, East Norwalk, Conn.; vice-president, the Rev. Henry Stone, Wallingford, Conn.; recording secretary, Miss Mary E. Rowe, Portland; treasurer, Miss Alice E. Stone, Yalesville, Conn.

The following standing committees were appointed: The Rev. Henry Stone, Wallingford, Conn.; Miss Orris Bridge, Lawrence, Mass., auditing committee; the Rev. E. J. Ellis, Danbury, Conn., the Rev. E. E. Roberts, Fall River, Mass., the Rev. Linden Carter, Toronto, program committee; the Rev. A. C. Johnson, Hartford, the Rev. B. A. Davis, Taunton, Miss Annie Gage, Worcester, topic committee.

The Rev. L. F. Reynolds was chosen editor of the society department in the official organ, the Rev. H. E. Thompson of Taunton, Mass., superintendent of the junior work, and the Rev. George E. Tyler, Bristol, Conn., principal of the Loyal Workers' Institute.

BOSTON GARBAGE  
BOARD ORGANIZES

A meeting of the new garbage commission, which is to consider the proposition of a \$7,000,000 contract for the collection and disposal of the city garbage, met at the office of Guy C. Emerson, superintendent of streets, before noon today.

Organization was effected with Francis R. Bangs as chairman. It was decided that before any permanent decision was reached a public hearing should be held. The next meeting will be held on July 10.

CIGAR AND LIQUOR  
DUTIES DECREASE

Receipts from liquor licenses and cigar revenues show a big decrease in a statement issued today by Collector of Internal Revenue James D. Gill. The collector acknowledges a decrease of \$880,821.74 in the income of his office, which covers the district of Massachusetts. The report is for the fiscal year just ended. The total of receipts for 1909 was \$3,631,062.39, compared with \$4,311,892.13 for 1908.

## MILES AND LODGE TO SPEAK.

WESTMINSTER, Mass.—The committee having charge of the celebration on Aug. 25 of the one hundred and twenty-fifth anniversary of the founding of the town has secured Gen. Nelson A. Miles and the Hon. Henry Cabot Lodge as speakers.

## CHAUTAUQUA ASSEMBLY OPEN.

CHAUTAUQUA, N. Y.—The fifty-sixth annual Chautauqua assembly opened Thursday with addresses by Bishop John H. Vincent and others. Dr. Edwin Erie Spatke, president of Pennsylvania State College, delivered the formal opening address, speaking on "The Great Crucible."

## YORK, ME., ASKS REFERENDUM.

YORK, Me.—The petition for referendum on the division of this town, which has been filed with the secretary of state at Augusta, contains the signatures of 13,107 voters of the state. Every county in the state is represented.

## BALLOON HOOSIER LANDS.

LOUISVILLE, Ky.—The balloon Hoosier, which left Dayton Thursday night, landed six miles from Louisville in Jefferson county about noon.

DECLARE BINGHAM  
POLITICAL VICTIM

Believed Today That McClellan's Reward for Ousting Police Chief Will Be a Nomination for Governor.

NEW YORK.—Now that the flurry over the removal from office of Police Commissioner Bingham and his deputies has died down, New Yorkers are looking at the politics of the move on the part of Mayor McClellan and the leaders of Tammany Hall.

The consensus of belief is that the removal of Mr. Bingham is a move on the part of Mayor McClellan to placate Charles Murphy, the leader of Tammany Hall, whom the mayor once refused admission into his office; the Sullivan and Senator Patrick McCarron, the big boss of Brooklyn.

The dismissal pleased Murphy and the Sullivan; the appointment of William F. Baker to succeed him makes McCarron McClellan's lifetime friend.

It is generally believed that as a result of the expose he started when he demanded that George Duffy's picture be taken from the rogues' gallery, Justice Gaynor of Brooklyn will be rewarded with Tammany's nomination as mayor this fall, while McClellan's reward will be the nomination from Tammany as Governor of New York.

POSTAL DISTRICT  
CREATES RECORD

Figures given out today by Postmaster Edward C. Mansfield indicate that the amount of postal receipts in the year ending June 30 for the Boston postal district breaks all past records in its history. Boston also ranks third among the large cities of the country in receipts, New York and Chicago being first and second. The gain in the Boston district over 1908 is \$394,954.23. The gain in the year ending in 1908 was \$636,400.

The total receipts for the past fiscal year amounted to \$5,743,218.55 as compared with \$5,348,264.32 in 1908. The increase is 7.37 per cent. On July 1, 1908, 15 postal stations were annexed to the Boston district.

CITY'S EXPENSES  
SHOW DECREASE

City Treasurer Charles H. Slattery's report for the month of June shows a decrease of \$28,013.68 in disbursements as compared with the same month last year. The total disbursements for June, 1908, were \$1,334,676.47, and of June, 1909, \$1,306,662.79.

The city auditor's report shows a decrease of only \$1,029.88. This means of course the actual decrease in expense as the amounts have been allowed and not yet paid by the treasurer. The total disbursements for the first six months of 1908 were \$6,574,634.55, or a decrease of \$266,907.79 in favor of this year.

INFLUX OF ALIENS  
SHOWS INCREASE

NEW YORK.—The return of "good times" is evinced at Ellis island, the gateway of America. That foreigners in the United States can see plenty of work ahead for their European brethren in the resumption of prosperous business conditions is proved by the official immigration figures as given out by the statistical division of the United States immigration department at Ellis island.

In June, 1908, only 27,808 immigrants landed there, while in June, 1909, 72,429 immigrants landed, or nearly three times as many as landed in the corresponding month of last year. June, however, shows a falling off over May of this year, when 100,387 aliens were permitted to enter.



## ALDRICH IN HARNESS AGAIN TODAY PLANS FOR QUICK TAX VOTE

Tariff Leader Returns After  
Absence of Two Days and  
Takes up Lagging Reins on  
Corporation Duty.

### BALLOT NEXT WEEK

WASHINGTON—Senator Aldrich having returned to the helm, consideration of the corporation tax amendment to the tariff bill was resumed in the Senate today.

The Rhode Island senator after his two days' trip was smiling and genial in acknowledging the greetings of the senators who flocked around him. Senator Smoot reported to him the events of the last two days, and then Mr. Aldrich had a conference with Secretary Bailey of Texas, with a view to getting a vote on the corporation and income tax provisions as soon as possible.

Senator Heyburn opened the debate by calling attention to what he declared was a fatal defect in the corporation tax amendment. The language to which he took exception, says that a special excise tax shall be levied "with respect to the carrying on or doing business" by corporations. He said that the words "with respect to" were not legislative language; were never used in a statute and made the corporation tax open to exactly the objection that caused the supreme court to kill the last income tax law.

Mr. Aldrich stated that the language had been passed upon by a large number of distinguished lawyers and the finance committee thought it to be bomb-proof. During the debate, telegrams and letters protesting against the adoption of the corporation tax were submitted to the Senate by Senators Jones and Piles of Washington, Chamberlain of Oregon and Keane of New Jersey.

If the corporation tax is voted upon as soon as it is now thought probable, it is believed that the tariff bill will be out of the Senate by the end of the next week. This should bring adjournment between the middle of July and Aug. 1, unless unforeseen obstacles arise. It is declared now that there need be no protracted differences between House and Senate over the administrative features. It is believed that the Connecticut senators will vote against the corporation tax, and possibly also Mr. Smith of Michigan. This will make the vote close. At all events, the Republican senators are confident that the amendment will pass by Republican votes. And they are equally certain that it will be accepted in the House.

It has become known on high authority that the President will never consent to any substitution of an inheritance tax for the corporation tax.

### Southern Democrats See Census Patronage Vanish

WASHINGTON—Democratic senators and congressmen within the past few days have unearthed what they believe to be a plan in the census bureau to deprive them of the benefits of patronage. Their recommendations for appointment of supervisors have practically been ignored, and the word has gone around the Capitol that in the Democratic states the whole matter of patronage will be put in the hands of the Republican referees.

This will cripple the Democratic senators and representatives in the next campaign and strengthen the administration machine, especially in the South.

### RUMOR FITCHBURG POWER LIMIT PACT

FITCHBURG, Mass.—The Connecticut River Transmission Company will be restricted to the 300-horsepower limit in the sale of power in Fitchburg by the change to be made by the state gas and electric light commission in the franchise granted by the aldermen, has been stated to city officials and representatives of the company from Boston.

An official report is expected in a few days. By the 300-horsepower restriction the company would be given a severe blow in Fitchburg, as few use that amount of power in industrial establishments. Fitchburg manufacturers put up a stiff fight in hearings given by the commission against striking out the clause in the franchise which provided that small consumers could be supplied with power.

### TAFT IN BEVERLY OVER THE FOURTH

BEVERLY, Mass.—Three automobiles for President Taft and family have arrived at Beverly, two touring cars and an electric, the latter the property of Mrs. Taft.

Capt. A. W. Butt, military aide to the President, will arrive Saturday at Beverly.

President Taft is due to leave Boston at 8:17 o'clock Sunday morning on a special car attached to the Gloucester branch train. He will arrive at the Mount Pleasant station at 8:57 o'clock and with his family will go direct to the summer home at Burgess point. The President will leave again Monday morning at 9 o'clock for Norwich, Conn.

## LIBERAL BOSTON AIDS SPRINGFIELD

Generous Local Donors Help  
to Complete Fifty Thousand  
Dollar Y. M. C. A.  
Training School Fund.

Boston donors to the gymnasium fund of the International Young Men's Christian Association Training School at Springfield were gratified today by the news that late Thursday afternoon the required amount of \$50,000 had been slightly oversubscribed.

In the morning about \$3000 was lacking, but this was made up by friends of the school in order not to invalidate the other gifts which were conditioned on the raising of the sum by July 1.

Of the total amount Springfield contributed \$2207. New York gave \$24,500, Boston \$15,000, Pennsylvania \$400, and the balance was from various points in Massachusetts. It is hoped that the new gymnasium will be ready for dedication at the commencement next June, when a big celebration of the twenty-fifth anniversary is planned.

The following committee on locating the new gymnasium has been chosen: From the trustees, Henry H. Bowman and William Orr of Springfield, and F. G. Platt of New Britain, Conn.; from the faculty, Dr. W. G. Ballantine and H. M. Burr.

## CRUISER SALEM IN DOCK TODAY

Fast Scout Goes on to Ways  
to Have Her Hull Cleaned  
and Painted After Run to  
the African Coast.

The scout cruiser Salem, one of the three vessels which went to Liberia to bring to this country the members of the commission investigating the government of that country, will go into dry dock today at the Charlestown navy yard to have her hull cleaned and painted.

On the five days when the Salem and the other scout cruisers Birmingham and Chester were steaming side by side across the Atlantic from Madeira, the Salem burned less coal than either of the other ships.

All three of the much discussed cruisers maintained the same speed and in every way it was a fair test of the engines. All the time that the boats were together there was no attempt at speed, the average rate an hour not exceeding 18.8 knots.

In the consumption of coal the Salem burned an average of 95 tons a day. The Birmingham burned about 110 tons a day, and the Chester, to the consternation of her officers and to the amusement of the men on the other two ships, burned an average of 130 tons a day.

## TIN PLATE STRIKERS TODAY DECLARE ALL THE MEN ARE LOYAL

PITTSBURGH, Pa.—With the strike order being observed even to the last mill, officials of the Amalgamated Association of Steel, Iron and Tin Workers declared today that they were well satisfied with the situation and pointed out that the claims of the steel company officials relative to any dissatisfaction in the ranks of the strikers were not well founded.

Officials of the American Sheet & Tin Plate Company have practically confirmed the complete tie-up of their former union mills by announcing with apparent evasion that 70 per cent of their tin mills and 40 per cent of the plate mills "were running."

Replying to this today President McArthur of the Amalgamated said: "This is just the percentage of the company's capacity that has been non-union for years past, so the trust evidently does not claim to be operating any of the plants affected by the striking order."

The union leaders claim that the retaliatory steps of the United States Steel Corporation in the attempted opening of the Monongahela and Demmler plants have failed, owing to the lack of men to fill the positions. It was claimed by the men that the big plants involved in the strike where the company made the most determined effort to induce the men to ignore the strike order, are tied up absolutely, not a man reporting for work. The total number of men out now is said to be 8000, besides the day labor affected by the suspension.

A new factor in the strength of the position of the union men today was the determination of tin workers to refuse to work with non-union rolling mill men. In the tin mills of the Greer and Sheenago at New Castle alone there are 3000 men employed. These have announced their determination to join the strikers. Their example will likely be generally emulated and will add six or seven thousand more men to the force of the strikers.

Reports from different localities today are that local officials of the different plants gave warning to strikers that local plants would be dismantled if the strike kept up.

## LINCOLN PENNIES READY FOR ISSUE

PHILADELPHIA—The new Lincoln 1-cent pieces coined at the United States mint here are ready for delivery.

There are now 150,000 of them in the vaults of the mint and they will be placed in circulation as soon as orders are received from Washington.

The new pieces are much like the old ones, with the exception of the Indian head. In its place is a profile of Abraham Lincoln.

### Washington Briefs

The national House on Thursday received a routine message from the President, declined to consider a bridge bill brought up by Representative Holston of Alabama, and adjourned within 12 minutes.

The postoffice department has accepted the proposal of the town of Rockingham to lease present quarters for five years from July 1 at Bellows Falls, Vt.

George W. Reik of Maryland has been appointed private secretary to Postmaster-General Hitchcock. Mr. Reik was formerly assistant chief clerk of the department.

The Cuban government has met certain obligations due William J. Oliver of Knoxville, Tenn., to June 1 for working under what is generally known as the Oliver road building contract. The Cubans had been backward in making the monthly settlements and \$120,000 in debt had accrued.

President Taft and General Edwards beat their old rivals, Senator Bourne and Captain Butt, at golf by a score of 3 up.

Admiral John E. Pillsbury, retired head of the bureau of navigation, has gone to Cape Ann, Mass., where he will spend the summer.

Destruction of the White House tennis court, where played the so-called "Roosevelt tennis cabinet," to make room for the additional working quarters for the executive clerical staff, is under way.

### Domestic Briefs

SEATTLE, Wash.—George W. Perkins has taken charge of the steamer Yucatan, which will convey friends of J. P. Morgan to Alaska.

VANCOUVER, B. C.—The man arrested here Tuesday night admits he is Francis G. Bailey of New York, former president of the Export Shipping Company.

### Foreign Briefs

BERLIN—The Maxim gun silencer was tested at the government proving grounds Thursday on a machine gun before war office officials. The results were most satisfactory.

## VERMONT EXHIBIT ATTRACTS CROWD

Display at Burlington Opened  
This Week Aims to Ex-  
ploit Natural Resources of  
State.

BURLINGTON, Vt.—The Greater Vermont industrial exhibit, which was opened at the Armory this week and will continue for two months, today is attracting an interested crowd.

The object of the exhibition is to make every Vermont interested in this exhibition of Vermont's resources and industries. By bringing the entire display together where the whole may be seen in a few hours, one is more than ever impressed with the state's wealth. A systematic effort to interest capital in the state's dormant resources is also made.

The schools occupying booths are the University of Vermont, Norwich University, the normal schools at Johnson, Castleton and Randolph, St. Mary's Academy, Troy Conference Academy, and Vermont Academy. The University of Vermont exhibit is the largest of these. In the agricultural department booth there is much that is valuable to the farmer.

The engineering department has on display an upright engine and a lathe machine, designed and made by undergraduates of the department. The geological exhibit consists of interesting specimens of Indian relics and other curiosities.

The booth of Norwich University is given up wholly to the engineering department.

Most of the basement is given up to industrial booths.

## TREES SUPPLIED IN EAST SUFFOLK

The East Suffolk education committee has struck out a new line by establishing apple nurseries in connection with the various school gardens, from which laborers and cottagers are supplied with young fruit trees at a nominal price, says the London Standard.

An instructor was sent around to a number of schools to induce the children into the mysteries of grafting until they became just as competent as their instructor. Great benefit has been conferred by enabling villagers to acquire apple trees very cheaply, with the result that orchards are being established, and in one village alone there are over 500 trees.

Between two and three thousand young trees are now in stock, and it is intended to produce another thousand this year.

## ATLANTIC PARADE TO BE A FEATURE

QUINCY, Mass.—An all-day celebration for Monday has been arranged in Atlantic, and it is expected to eclipse anything ever seen in that section as the various committees have been working for almost two months.

The program will begin at 12:01 o'clock Monday morning, when the bonfire will be ignited. The parade will start at 5:30 a. m. Two hundred dollars will be expended for prizes for the winners in the various divisions.

## AMENDS TAXICAB HIRE AND LICENSE

PROVIDENCE, R. I.—Both branches of the city council acted favorably on an ordinance reported in the common council by the committee on finance amending the rates to be charged by taxicabs or other power vehicles used for the conveyance of passengers and also reducing the license fees in connection with such service.

A reduction in license fee to \$3 is provided and the license to drive such vehicle be 50 cents.

## FEWER CABBIES LICENSED TODAY

George E. Saxton, inspector of carriages of the Boston police department, said today that he has noticed a falling off in the number of applications to drive hansom cabs. This he attributes to the growing use of taxicabs.

On July 1 all licenses to drive hacks and carriages expire. Now licenses are being given out today. Last July 1577 hackmen's licenses were issued, but this year there are about 500 less.

## WINTHROP HONORS LIBRARY FOUNDER

Observes the Tenth Anniversary—The Frost Public Library of Winthrop is observing this week the tenth anniversary of the dedication of its building in Columbia square.

Flowers have been placed before the large portraits of Mr. and Mrs. Morrill Frost, who were such beneficiaries of Winthrop.

## KNIGHTS TEMPLAR WILL HOLD OUTING

The annual outing of St. Luke's Commandery, Knights Templars, will be held at the Riverside recreation grounds all day Monday, July 5. A large number of visitors from commanderies in surrounding cities and towns are expected.

### HOTEL CECIL IS CLOSED.

Owing to the near expiration of a lease the Hotel Cecil has been closed. The hotel has been conducted by Frank A. Moran and R. S. Morton. Their lease expires July 15.

## ATTACK IN PAPER BY LA FOLLETTE

Wisconsin Senator Renews  
Opposition to Aldrich and  
Editorially Scores Corpora-  
tion Tax in His Weekly.

MADISON, Wis.—U. S. Senator La Follette renews his opposition to Senator Aldrich in this week's issue of La Follette's Weekly, to be published tomorrow. In an editorial La Follette says:

"Remember that now is the time to begin to look after your United States senator. The men you choose in your next state Legislature are likely to be re-elected and may determine the choice of your United States senator, who will stand for progress against Aldrich or for Aldrich against progress."

Another editorial is an attack on the corporation tax. It says:

"As an attack on the income tax amendment (the corporation tax) would have no weight except for the fact that it is proposed by the President. Those who believe in the taxation of incomes are too clear in their logic to be satisfied with a law which applies to incomes not according to their size, not according to whether they are earned or unearned, but according to whether or not they belong to corporations or individuals."

"As a fiscal measure while a tax on the incomes of corporations would be a good thing, a tax on their net incomes is open to the objection that it is one which the corporations may pay or not as they choose."

### SHIPPING NEWS

Gaily decorated with flags and bunting, the Norwegian steamship Hermod pushed out the harbor late Thursday for Lousburg. The decorations were in honor of Captain Gabrielli's wife, who rejoined him here, after the broad Atlantic had separated them for more than two years. Mrs. Gabrielli arrived in New York Wednesday on the steamship Oscar II. from Norway. With her sister she came over on the Yale and was waiting here when the Hermod came into port. The Hermod brought a cargo of 4750 tons of coal.

The first large harbor tug of the modern type that was constructed in this country, known as the Storm King, owned by the Boston Towboat Company, has just been sold to Philip Weaver & Son of Baltimore, after 27 years' service at this port.

The Baltimore firm will use her in connection with the work of dredging the Buzzards bay end of the Cape Cod canal. The tug left here Thursday in tow for Wilmington, Del., where she will undergo extensive repairs. The Storm King was built at Philadelphia in 1882. She is 109.6 feet long, 21 feet beam and 11.2 feet deep, with a gross tonnage of 118.

The Emerald was the only groundfish vessel in this morning. She had 5000 pounds of haddock, 300 pounds of cod, and she received \$3.50 per hundredweight for both.

One mackerel schooner, the Indiana, arrived with 5000 large fish, which were caught off the Nantucket shoals. The vessel reports that three or four other schooners were fishing there at the same time. The catch sold at 26 1/2 cents each.

Three swordfishes arrived this morning, one of which, the Mary E. Sinnott, had the largest specimen brought in thus far this season. It weighed 502 pounds. Her total catch was 40 fish. The Loch-Invar brought in 44 fish and the Katie L. Palmer brought in 30 fish. Swordfish sold at 21¢ today at 12 1/2 cents a pound.

The Leyland liner Caledonian, Captain Carnon, sails at 9 o'clock tomorrow morning from Clyde street pier, East Boston, for Manchester, Eng. Her principal cargo will be 20,000 bushels of wheat, 500 tons of provisions, 200 tons of paper, 150 tons of lumber and 521 head of cattle.

The steamer Gloucester, Captain Dizer, laden with a capacity cargo, principally 3000 crates of garden truck, including large quantities of blackberries and strawberries, arrived at Battery street wharf today from Baltimore. She brought in about 75 passengers.

### MARINES RETURN TO SHIPS.

WASHINGTON—The portion of the marine corps withdrawn from duty aboard warships by order of former President Roosevelt, issued Nov. 12 last, is today back on the ships in accordance with the recent action of Congress.

## LAWYERS PREPARE TO DEFEND INDICTED SUGAR TRUST HEADS

Officials of American Sugar  
Refining Company Must  
Appear in Court to Plead  
Next Tuesday.

### REVIEW OF COUNTS

NEW YORK—Preparations are being made today by the attorneys for the officials of the American Sugar Refining Company, who were indicted on 14 counts alleging a conspiracy in restraint of trade, to defend the men who are called to appear in court to plead next Tuesday.

The indicted men are: Washington B. Thomas, president; Arthur D. Komer, Charles H. Scott, John Mayer and George H. Frazer, directors.

John E. Parsons, director and general counsel of the company.

Thomas B. Harnell, counsel for Adolph Segal, president of the Pennsylvania Sugar Refining Company.

Gustave E. Kissel, a reputed agent of the trust and the man who negotiated the loan which resulted in closing the independent refinery.

There are 14 counts in the indictment. Conviction on any count carries with it a fine not to exceed \$5000 or imprisonment not to exceed one year or both.

The summary of the counts follows:

First—Engaging in conspiracy in restraint of interstate trade and commerce in refined sugar.

Second—Monopolizing such trade and commerce.

Third—Attempting to monopolize such trade and commerce.

Fourth—Conspiring together to monopolize such trade and commerce.

Fifth—Engaging in conspiracy in restraint of interstate trade and commerce in purchase and shipment of raw sugar and molasses, materials for manufacture of refined sugar.

Sixth—Monopolizing trade and commerce mentioned in fifth count.

Seventh—Attempting to monopolize trade and commerce mentioned in said count.

Eighth—Conspiring together to monopolize trade and commerce mentioned in fifth count.

Ninth—Engaging in conspiracy in restraint of foreign trade and commerce in purchase and shipment of raw sugar and molasses, materials for manufacture of refined sugar.

Tenth, eleventh and twelfth—Similar to sixth, seventh and eighth counts, but foreign commerce is substituted for interstate commerce.

Thirteenth—Engaging in conspiracy in restraint of interstate and foreign trade and commerce mentioned in first, fifth and ninth counts.

Fourteenth—Monopolizing, attempting to monopolize and conspiring together to monopolize interstate and foreign trade and commerce mentioned in first, fifth and ninth counts.

Another act provides for the licensing of moving picture machine operators and forbids films which have more than a certain amount of inflammable material.

The last bill makes it compulsory for every town to send children to high schools somewhere.

## RETIREES TO GET RECORD PENSION

PHILADELPHIA, Pa.—Capt. John P. Green, first vice-president of the Pennsylvania Railroad Company, now on the road's pension list, will draw the highest pension of any man in the United States, it is said, the amount being about \$13,000.

### POTTER IS NAVIGATION HEAD.

WASHINGTON—Rear Admiral Potter, who commanded the fourth division of the Atlantic battleship fleet on its voyage around the world, has been made chief of the bureau of navigation of the navy, relieving Rear Admiral Pillsbury, retired.

Manufacturers of HARD  
and FLEXIBLE  
FIBRE  
DIAMOND STATE  
FIBRE COMPANY  
Made in  
SHEETS, RODS,  
TUBES, WASHERS,  
DISCS and Special Shapes  
For Electrical Insulation  
and Mechanical  
Purposes  
Mottled  
Fibre. A Sub-  
stitute for Rawhide.

\$10.00 Freight Prepaid East of the Mississippi.  
this buys the New Bedford  
Bed Hammock, and it's Better  
If you don't like it, send it back and we refund the price. White  
or khaki—with red, green or khaki mattress. Summer's slipping  
by. Order today.  
THE C. F. WING CO., New Bedford, Mass.



## RAILROADS WILL COOPERATE TO AID CONSERVATION IN U. S.

Transportation Companies Seek Recommendations Whereby They May Economize in Materials, Preserve Equipment, and Help Renew Production.

WASHINGTON. Railroad companies throughout the United States are preparing to cooperate and take part in the national conservation movement now gaining such headway in this country. This announcement comes from the headquarters of the conservation movement in the United States, the joint committee on conservation in this city. The plan is the outgrowth of conferences and correspondence between representatives of leading railroads and the joint committee, which have been going on since early spring but which only recently have been brought into definite shape.

Some idea of the importance of the plan may be gained from the fact that the preliminary negotiations on the part of the railroads have been carried on by representatives of the American Railway Engineering and Maintenance of Way Association. Attention was also given the subject of conservation at the recent meeting of the American Railway Master Mechanics' Association, at Atlantic City. The enormous amount of timber and iron used by the railroads, as well as the great amount of coal consumed by them, make the proposed plan one of greatest magnitude. For instance, President Vaughn of the American Railway Master Mechanics' Association says that every year the railroads burn 200,000,000 tons of coal.

The plan as now agreed on between the conservation committee and the railroads provides a systematic arrangement by which the joint committee is to give the railroads advice as to how the various railway systems can put conservation policies into effect. The association on its part undertakes to have the railroads take active steps toward carrying out these recommendations.

The conservation authorities have already submitted a conservation plan. This plan is now in the hands of A. S. Baldwin, chief engineer of the Illinois Central Railroad Company, chairman of the conservation committee of the American Railway Engineering and Maintenance of Way Association, who in a letter to the committee says:

"On account of the wide areas traversed by the railroads and the great consumption by them of timber and fuel, with their enormous use of iron and steel products, it is believed that the most effective assistance of the American Railway Engineering and Maintenance of Way Association can be in directing the attention of railroad officials to the excessive wastefulness in the present methods of production of timber and fuel, and the great importance of introducing economies in their use and consumption; also to the importance of economizing in the use of iron and steel products and the possibilities of preservation by protective coatings and otherwise."

With this end in view, the railroad conservation committee has asked for

specific recommendations as to the best methods that should be used by the railroads in the prevention and control of forest fires. The conservation committee has presented an outline for this work, and with it a statement showing the enormous loss of lumber through forest fires every year.

The conservation committee of the railroad association has also asked for advice as to how a reduction in railroad expenses may be brought about by the use of treated ties and for recommendations as to the importance of encouraging in the coal territory served by them the use of byproduct ovens. The railroad representatives also want to know what useful varieties of trees can be grown to advantage in each state or group of states, and they ask for information as to how they should be started. They say there is scarcely a railroad in the country that has not some spare pieces of land that might be profitably planted in trees if the railroad officials knew what trees were best suited to the particular locality. The conservation committee has furnished this information. The railroad association, through its conservation committee, has likewise inquired as to the extent of saving in timber through the use of sawed instead of hewn ties. They also make important inquiries as to the prolongation of life of the steel and iron used in their bridges and other constructions. All these inquiries the committee on conservation has undertaken to answer, and it will be a matter of only a short time until the recommendations are in the hands of the chief engineers of all the great railroads in the United States.

The conservation committee of the railroad association says it will "place itself at the service of the joint committee on conservation in endeavoring to get from the railroads such definite data as to the consumption of ties and timber and fuel as may be desired," and that it "is prepared to investigate and report as may be desired by the joint committee on conservation as to the possibilities of substitution of other materials for ties and timber." This offer is regarded by the joint committee as one of great importance.

On account of the magnitude of the plan it is probable that all of the 40 state conservation commissions appointed by the governors will be asked to join in helping carry it out. "The committee will be glad," Mr. Baldwin of the railroad association says, "to cooperate with any of the national or state organizations in its efforts to obtain this information, or further the work of the commission in any way in its power that may be outlined by the joint committee on conservation, and holds itself at the committee's service until further instructed."

The joint committee on conservation is at work with other large organizations representing other important phases of national industry.

## HISTORIC HOMES IN OLD KENTUCKY

In a Frankfort Structure Many Prominent Men of the South Received Their Primary Education.

Perhaps no other place in all Kentucky is as rich in historic names as Frankfort, says the Louisville (Ky.) Herald.

Indeed, it is the creation of the new Frankfort with its splendid new state house which has marked the passing of many of these famous homes. Tearing down old landmarks to make way for the wheels of progress has caused many famous places in this picturesque city to become a memory along with the people who once held full sway in the days when Kentucky was little more than a wilderness.

In the immediate vicinity of the new capitol there is one famous house which has not yet yielded to the march of progress. It is a quaint though imposing structure that immediately arrests the attention and quickens the interest when its former associations and environments are explained.

Here one of Kentucky's most famous educators, B. B. Sayre, held forth, and it is said that he taught more boys who became great men than any other school teacher living. The home has been remodeled and the interior done over to suit the ideas of the present occupants, Col. James A. Scott and family.

Among those who were taught by the famous educator were: J. S. C. Blackburn, Maj. George B. Crittenden, Capt. Eugene Crittenden, Maj. Gen. Thomas Crittenden, Col. Daniel W. Lindsey, Col. George W. Monroe, Col. John Mason Brown, Richard Harlan, Capt. Jacob Swift, Capt. R. B. Taylor, Governor Crittenden, Robert H. Crittenden and Walter Staff of the United States consular service, Maj. Gen. George B. Crittenden, Col. Thomas B. Monroe, Col. Thomas Brent, all of whom attained fame and distinction in either army during the civil war.

The following, taught by Professor Sayre, became noted lawyers and won fame and fortune in their calling: James Harlan, Daniel Lindsey, John W. Rodman, James Monroe, Montis Monroe.

In no less degree did those minds which took a mercantile turn "make good" in the commercial world. These were: W. H. Averill, James G. Dudley, William T. Dudley, Robert Blackburn and J. M. Mills.

The bankers who were taught by Professor Sayre were E. L. Samuel, John Brent and Ellis Brent.

## EXPAND ELECTRIC LINE IN COLORADO

A Strong Company Recently Formed Will Build New Grand Valley Interurban System.

Twenty miles of interurban electric lines will be built in the Grand valley, Colorado, during the next two years as the result of the consolidation effected recently in Colorado Springs of the Grand Junction Street Railway Company and the Grand Junction Electric, Gas & Manufacturing Company, says the Denver News.

The holding company is known as the Grand Junction & Grand River Valley Railway Company, and was incorporated here two months ago for \$2,000,000. The bonds already have been underwritten for \$1,225,000, and according to a statement by President Curtin, this money will be spent at once on improvements.

The Grand Junction Electric, Gas & Manufacturing Company was taken into the new corporation at a valuation of \$500,000, and will be at once enlarged to furnish adequate power both for lighting and operating the interurban system.

The promoters have not decided just what towns will be reached first by the new system. Palisade, Clifton and Fruita are strong candidates. "We will make definite announcements after we have consulted with our engineers," said Curtin.

## GOLF CLUB GETS PENN'S MANSION

The large mansion in Stoke Park, near Slough, which has been for many years occupied by the descendants of William Penn, is about to be transformed into a golf clubhouse, and the beautiful park is now being laid out as a golf links, says the London Standard. Many of the stately trees have been felled, and 50,000 feet of timber will be sold by auction at Slough. The association of the founder of Pennsylvania with Stoke Park and the fame given to the adjoining churchyard by "The Elegy" of the poet Gray make Stoke Park and the churchyard objects of great interest to Americans, whose visits to England generally include a trip to Stoke Poges. A short time ago the vicar of Stoke Poges received a letter from a Pennsylvanian asking for acorns from the churchyard to be planted in the state. They were duly sent.

## Immense Locks of Big Barge Canal Which Will Give Better Traffic Facilities to New York State

Most Striking Set Is in the Erie Section at Lockport, Where the Channel Passes a Cliff Fifty Feet High.

### THE MOHAWK DAMS

ALBANY, N. Y.—About half the cost of construction of the New York state barge canal is expended for structural work along the line of that waterway, and a glance at the locks and dams which are to control the water and regulate the levels reveals the gigantic nature of the undertaking.

These locks, under the barge canal law of 1903, which provided for a size suitable for 1000-ton barges, were specified to be 328 feet long by 28 feet wide in the clear, and to have 11 feet depth of water on the miter sills, which are at the bottom of the frame on which the lock gates shut; but in 1905 the law was amended by making these dimensions the minimum, thus allowing increased sizes at the option of the canal board. The dimensions adopted were 328 feet in length, 45 feet width and 12 feet depth over the miter sills, an enlargement that will permit the passage of some of the large lake boats. With this change the capacity of the canal will be greatly increased, so that barges of 2000 tons may be used in general traffic.

Although the actual working depth is given as 12 feet, this is not by any means the measure of the height of the masonry; it merely represents the depth of the bottom of the lock-gate. The lock structure itself, a citadel of concrete, towers from 50 to 60 feet above its foundations, although when the water is turned into the canal the effect of massiveness will not be so apparent. Stairways, some of them over 30 feet in the sheer, lead from one lock-level to another. There will be a total of 54 locks on the barge canal, varying between normal lifts of six feet and 40½ feet. Of this number 34 will be on the Erie canal. The number on the present Erie canal is 72. All the locks will have a uniform width of 45 feet and will be capable of locking barges up to 300 or 310 feet in length, according to width



STEMMING THE SWIFT MOHAWK.

A leading feature of the new canal system of the Empire state will be the utilization of the rivers which were the trade routes of the Indians and the early settlers. The rapids of the Mohawk are harnessed by means of concrete dams. This one is at Crescent, and is built upon a curve.

and shape of the boat, and with 40 feet beam and 10 feet draft; although in future years some of the curves of the canal may have to be eased and some of the parts of the land-prism widened in order to make the use of the vessels of this size readily practicable.

A large of those dimensions would displace about 3300 long tons (2240 pounds) in fresh water, and with a reasonable design of hull and moderate steam power should be able to carry 2500 tons or more of cargo. When it is considered that the canal boats of the present size are 98 feet long, 18 feet wide and have 6 feet of draft; that they carry 240 tons of cargo; and that a fleet of six boats with one steamboat, hatched up two abreast, as in common use, will carry about 1350 tons under existing conditions, it can be seen what the Empire state's link in the deep waterway system is to accomplish in the line of improving the commerce-carrying facilities of the country. Even with the present fleets, one of which it will be easy to pass at one lockage, it will be possible to carry 1750 tons of cargo on account of the increased draft.

Each chamber of the locks will be filled and emptied by culverts running inside the walls and connected with the chamber by numerous small openings, the total area of which exceeds that of the culverts by 30 to 50 per cent. All the valves will be of the plain, counter-

weighted, lift-gate type, moving on four rollers per gate. The masonry will be of concrete. The gates will be of the "mitering, single-skinned, girder" type. They will be operated by electricity, which will play a great part in the workings of the canal, both for communication and lighting.

Perhaps the most striking set of locks is that in the Erie section of the new canal at Lockport, where the channel passes a break known to geologists as the "Niagara escarpment," a cliff from 50 to 60 feet in height. The present canal passes this in a flight of five locks. The new canal will have two locks, set in the edge of the cliff and into its solid rock. This pair of locks will have a total lift varying from 49 to 54 feet, according to the level of Lake Erie, which is considerably affected by winds.

The Mohawk river—the natural trade route used by the aborigines of the country, and, following them, by the European settlers—is to be utilized as part of the barge canal system. As this river is subject to high water, and as the valley is thickly settled, a system of movable dams will be used between Utica and Schenectady, so as to disturb existing conditions as little as possible. There will be 10 dams, two above Little Falls, and eight below. The maximum lift will be 15 feet and the maximum depth on sill 20 feet.

## HOUSES OF PARA ARE OF OPENWORK

Wood Is Little Used in the Construction, but Brick and Plaster Is Artistically Colored and Arranged.

The houses of Para and Manaus are as full of openwork as summer shirtwaists, says the Los Angeles (Cal.) Times. Unlike the houses of the Guianas, wood is little used in their construction. The walls, both exterior and interior, are of brick and plaster, the floors and roofs of tile and the ornamental fronts of terra cotta or stucco.

The latter are done in all shades of blue, red, yellow and green, and these, with the lacquered verte emerald of the magnolia shade trees, the tawny hues of the river, the chrysopras tint in the broad ditches of clear water, and the deep cobalt of the tropical sky, make a color combination seldom equaled.

The interiors of the houses are furnished as scantily and lightly as is compatible with comfort. Draperies and upholstered furniture are obviously out of place in such a climate, and the excess of chairs, tables and divans provided in other places for show are here eliminated to give the air a chance to circulate. Carpets are never seen on the floors, and rugs seldom; nor are the walls or ceilings ever papered. The latter is often done in fretwork designs.

## VIOLIN IMITATES THE PHONOGRAPH

The perversion of human ingenuity seems to know no limit, observes a Paris contemporary, says the London Globe. One knows to his cost the phonograph and its offsprings, many of them with their exasperating nasal imitations of the human voice.

An artist—an artist, indeed, from the Midi—has discovered a means of reproducing the phonograph on his violin, and he proudly styles himself "l'imitateur du Phonographe." He reproduces upon his violin, with distressing exactness, the sounds of the phonograph, itself the imitator of the human voice.

May this artist, in his turn, find few imitators, is the prayer of our contemporary.

## POSTAL SERVICE USES MILLIONS

Some idea of the quantity of material used by the postal service may be gained when it is stated that during last year the division furnished 925,000,000 yards of twine, 3,280,000 pens, 283,000 penholders, 650,000 pencils and 7,600,000 blank cards, says the National Magazine. To wrap the bundles 5,400,000 sheets of wrapping paper were used. Blank forms are furnished by the millions. Of the form, "Application for Domestic Money Order," which is seen in the lobby of every postoffice, there were 161,770,000 used last year, and during the same period 69,034 rubber stamps were manufactured and supplied to post-offices.

## Decide for the Best Kind of Fourth of July Celebration

Already there is a strong undercurrent of public sentiment in favor of a more sensible observation of the Fourth of July than that based on the use of explosives and fire.

Various committees have this year given the movement tangible form by providing for celebrations that will eliminate or minimize the noise and danger. Believing that any effort in this direction is deserving of public commendation, The Christian Science Monitor is glad to keep before its readers the names of any communities that have taken an original or an advanced position in the matter, and will be pleased to add any others entitled to a place here.

### ROLL OF HONOR.

#### Toledo, O.

Has the leading place in movement to eliminate noise, having adopted an ordinance six years ago providing for a quiet Fourth and prohibiting the firing of explosives inside the city limits on that day.

#### Cleveland, O.

Has decreed against the use of explosives in any form within city limits.

#### Lynn, Mass.

Has planned all-day baseball contests as a means of drawing public attention away from noise-making.

#### Springfield, Mass.

Has arranged a parade, athletic contests, singing festival, mammoth picnic and band concerts, as a means of drawing public attention away from noise-making.

#### Camden, N. J.

Has adopted the Springfield (Mass.) plan for a "noiseless" Fourth.

#### Chicago, Ill.

Has restricted the use of loud explosives between the hours of 4 and 10 a. m. and 6 and 7:30 p. m.

#### Norwich, Conn.

Has forbidden use of fireworks, or explosives or building of bonfires and refuses to license sale of fireworks of any description.

#### Swampscott, Mass.

Has arranged floral automobile parade, two marathon road races, dory contests in the bay, ball game on the playgrounds, fireworks display in the bay and band concerts to secure quieter celebration.

## INITIAL VOYAGE OF ITALIAN SHIP

The Tomaso di Savoia, a new steamship of the Lloyd Sabaudia line, is the most recent of the better class of ships of the Italian merchant marine to enter the passenger trade between this port and Genoa and Naples, says the New York Herald.

The Tomaso di Savoia has a speed of 18 knots, and the Principe di Udine, the first of these two ships to come out, made the fastest trip of any Italian liner from Genoa, the voyage lasting 10 days. It is expected that the Tomaso di Savoia will do even better.

The Tomaso di Savoia is 450 feet long, 55 feet wide and has 25 feet depth of hold. She was launched from the yards of Barclay, Curie & Co., Glasgow, in 1908.

## BIG LOCOMOTIVES GIVEN HARD TESTS

Pennsylvania and Virginian Systems Experiment in Hauling Heavy Ore Trains From Mountains.

That the Pennsylvania railroad management is keenly alive to the new factor which the Virginian railway makes in the important bituminous coal trade is evidenced by special train tests which have been made in hauling coal over the middle division, says the Philadelphia North American.

The operating department was instructed to demonstrate what the Pennsylvania railroad, in its reconstructed condition, can do in the way of train loads. Accordingly seven tests were made eastbound from Altoona to the Enola classification yard, just west of Harrisburg.

The best record was made when a train of 85 steel gondola cars carrying a total of 4451 tons of bituminous coal was hauled by one locomotive over the 124 miles of the line at an average speed of about 17 miles per hour. The total weight of this train, including the locomotive and tender, was 6151 tons.

Since it was opened for traffic the Virginian railway has been experimenting on big trainloads just to demonstrate that it can do what H. H. Rogers set out to accomplish—haul 4000 tons of coal with one locomotive from the top of the Allegheny mountains east to tidewater, a distance of 350 miles.

A train of 80 cars, carrying 4310 tons of West Virginia coal, was hauled over 120 miles of the line by one locomotive. The total weight of the train without the locomotive and tender was 6023 tons.

## BUILDS DWELLING IN TREE STUMP

With seven children and a wife, John Seivert, lately from Iowa, is living in a stump in the northern part of Seattle, Wash., says the New York Herald.

Seivert arrived several months ago. He had but little money and a large family. Because of the great boom he was unable to find an empty house and resolved to build one of his own. He bought an unimproved lot in the north part of the city, in a district where logging operations ceased but a year ago, and on going out to plan his house he found half the lot occupied by a gigantic cedar stump 30 feet high and 18 feet in diameter, 10 feet above ground.

With an auger and saw Seivert cut out a seven-foot section from the south end and walked into his stump. The walls were found to be 15 inches thick, and the whole stump was a hollow shell. He cut out windows, laid a tight floor, and made a ceiling of planking and flooring.

With a ladder he cut another door 12 feet above ground, went inside and made the windows for the second story. The third story was constructed, and a tight roof of shiplap and shingles was made over the top.

Seivert peeled off the bark and painted the stump a light green and the window and door frames pure white. The whole makes a very pretty home at a cost of only \$40, and the owner has refused \$2500 for his unique abode.

## SAGE'S MILLIONS VANISH RAPIDLY

In less than three years Mrs. Russell Sage of New York has spent more than \$25,000,000 for public purposes and the benefit of mankind, says the Chicago Inter-Ocean.

It took Russell Sage 50 years to get \$65,000,000. This great sum represented the pinching and scraping together of what amounted to \$3500 a day for the lifetime of the astute financier.

Mrs. Sage is now giving way the fortune at the rate of \$25,000 a day. If the widow continues her charities at the pace she has set, all will be gone in five years more. Comparisons of the financier's power to make money with Mrs. Sage's faculty of giving it away, show that the widow is giving away \$2 in the same time that it took Mr. Sage to accumulate the proverbial "thirty cents."

## SPANISH PAINTER SUBJECT OF BUST

Joaquin Sorolla y Bastida, the Spanish painter, is the subject of a bust in bronze which has been acquired by Archer M. Huntington for the X. Y. Hispanic Society, says the New York Herald. It will be placed in the Hispanic Museum soon.

The sculptor is Antonio Rodriguez y Villar, a young Spaniard who has recently come to this city. He studied in Madrid and in Rome and also in Paris under Benlliure, a Spanish master.

Mr. Rodriguez when only 11 years old made as his first work a portrait bust of the Queen of Spain. He said that Mr. Sorolla had given eight sittings to him. The bust is a strong likeness and has been admired by members of the Hispanic Society. It was in the museum of the society that Mr. Sorolla exhibited a large number of his paintings last winter.

## AMERICA'S GREAT BRIDGE BUILDER

Anybody standing on the Brooklyn bridge and looking northward up the East river will see three striking examples of the genius and ability of Gustav Lindenthal, who, a matter of 30 years ago, was a mason and carpenter doing journeyman's work in Philadelphia, says the Bookkeeper. The three examples of his later development are the Manhattan bridge, which is nearing completion and is about 1500 feet north of the Brooklyn bridge; the Williamsburg bridge, and, finally, the enormous Queensborough bridge, that was opened to traffic recently.

## "SOUNDING SPARKS" IS GERMAN NOBLE'S LATEST WIRELESS

Count von Arco Declares His New System Will Overcome the Limitations of Present Telegraphy.

### PATENTS GRANTED

BERLIN.—The inventor of the Telefunken system of wireless telegraphy, and director of the Berlin Wireless Telegraph Company, Count von Arco, in a lecture delivered before the congress of German electrical engineers, has made public the results of his important investigations and discoveries in the realm of wireless telegraphy.

Count Arco briefly explains the merits and advantages of this new system of wireless telegraphy in the Tageblatt as follows: "I call the new system the 'Sounding Sparks' (Tonende Funken). The name indicates a new and particularly form of electric waves used in the transmitting of telegrams to and from a distance.

"Through the changing of this form of energy, however, it is necessary to change nearly all the previous apparatus and special contrivances, not only at the transmitting but at the receiving stations as well, so that under the term 'Sounding Sparks' must be understood entirely new apparatus for wireless telegraph stations, practically from the foundation up.

"About 70 German patents which have been registered in the German patent office in the last four or five years cover and protect the majority of these new inventions.

"The 'Sounding Sparks' employs in the production of vibrations a very light, quickly moving, and not at all like the inert electric striking hammer, and it produces thereby, electrically, pure and long lasting sounds in an air wire.

"One of these sound successions, or an electric wave current, as it arises, through the striking of the hammer, produces in the receiver at the receiving station a single mechanical stroke which is in turn conveyed to the telephone membrane.

"The spark sequence is similar to the stroke sequence. By the 'Sounding Sparks' these can be placed on any one number from 40 up to about 200 strokes per second.

"The stroke sequence in each case is perfectly even. The regular stroke, moreover, now gives forth a really audible sound. One hears this in the receiver at the receiving station while the distant transmitter operates. This fact has a great significance for wireless telegraphy.

"Through the 'Sounding Sparks,' however, the serious limitations which have previously existed in wireless telegraphy have now been entirely overcome."

## FIRST CREOSOTE PLANT IN CANADA

Consul Paul Lang of Sherbrooke, Can., reports that a \$150,000 company, nearly all of whose shareholders reside in the United States, recently established a plant at Weedon, on the Quebec Central railway, for the manufacture of creosote, the first of its kind in Canada. The same management operates a creosote factory in New Hampshire.

## AN EXCEPTIONAL OPPORTUNITY

The A. A. Weeks-Hoskins Co. The only complete Office outfitting Establishment In New York has been placed in the hands of a Receiver in bankruptcy.

1ne immense stocks of

Office Furniture Social and Commercial Stationery

Must be converted into cash at once.

Nothing in the store has been reserved. All prices have been heavily cut.

The famous Horrocks Desks Made for Hoskins at Less than

Factory Prices

Just the chance for the Professional man to outfit Or refurbish his office.

This record-breaking sale now in progress and will continue but a few days

HOSKINS ALBERT R. KERR, Rec.

354 BROADWAY NEW YORK

## Dr. Lyon's PERFECT TOOTH POWDER

The essence of cleanliness and its wholesome purity have made it the world's favorite dentifrice for three generations

Established 1866

An Old Friend of the Family



## WORLD'S SHOE AND LEATHER FAIR IS OPENED IN CAMBRIDGE

CAMBRIDGE, Mass.—Visitors today are attending the first world's shoe and leather fair, to last throughout the month, which was officially opened Thursday night in the new specially prepared building on the Charles River Esplanade, when President McCormick threw the doors open to thousands of invited guests.

It is estimated that 15,000 people visited the exhibit, and that 50,000 more were scattered along the river bank watching the fireworks.

The fair is a liberal education in the art of modern shoemaking in itself, and includes machinery used in manufacturing and the various articles that go into the finished article.

It was impossible to get all the machines in working order for the opening, but the motors to be used for motive power will be set up today, and it is expected that all of these will be in running order during the afternoon.

One of the most interesting and educational features of the fair is a complete shoe factory, with a capacity of 300 pairs a day. This unique working exhibit of a

modern shoe plant occupies a space 100 by 20 feet, and is two stories high.

Every part of the shoe from the assembling of the materials to the last stitching is explained by competent and experienced shoe workers. The latest machinery is used, and in every respect the exhibit is a model shoe plant, with instructors to explain everything.

Retailers from all over the country have exhibits, and the intercity exchange of ideas is expected to be one of the most important results of the fair.

The foreign exhibits are illustrative of the best output of the factories of England, France, Germany and the footwear of the Orient.

Among those present at the opening were Mayor Brooks of Cambridge, Alderman Brand, representing the city of Boston; President Donovan of the Boston Boot and Shoe Club; the consuls of France, Belgium, Switzerland, Brazil and Mexico; George Englehardt of Cassell, Germany; Mayor Kent of Brockton, Mayor Rich of Lynn, President Hoyt of the New England Shoe and Leather Association, Oran McCormick.

## BREWER BELIEVES U. S. COULD LEAD FOR DISARMAMENT

ATLANTIC CITY.—Movements in the line of labor interests, woman suffrage and socialism are among the chief of the factors in modern politics to which Justice David J. Brewer of the United States supreme court looks for deliverance from the trend toward big armaments that now possesses the nations, according to a recent interview.

It is in Europe that Justice Brewer believes the growth of socialism will tend to correct the present drift. In this country he looks for influences toward a similar result in the growth of the woman suffrage movement.

In his Atlantic City address to the New Jersey Bar Association Judge Brewer took advanced ground in behalf of world-wide disarmament. He told his interviewer that his argument had been that the United States should take the lead and stop increasing its navy.

He did not think, he added, that other nations would follow America's lead at present. But he considered it safe for this country to take the initiative.

Probably the chief factor that would prevent the powers from following the United States in limiting naval construction, said he, is the character and aims of the German Emperor. Germany has had no war since its victory over France. The Kaiser wishes to make himself the dominating force in Europe. Great Britain sees this, and her attitude is the result.

It is not war he wants, but power and a controlling influence in European politics. Germany now has the strongest army in the world, and the Emperor is determined to have the largest navy.

## CLUB WILL HELP LIPTON GET RACE

ROTHESAY, Scot.—Sir Thomas Lipton's desire to "lift" the America's cup, in which he has been twice unsuccessful, has led to a special conference of the board of the Royal Ulster Yacht Club at which it was definitely decided to ask the New York Yacht Club, present holders of the cup, exactly what conditions will be imposed upon a challenger.

Sir Thomas has told the Royal Ulster Yacht Club that under the present conditions he could not possibly win the cup. He declared he was willing to challenge if the New York Yacht Club would accept certain conditions, chiefly that the race should be sailed under modern rules. He added that he was willing to concede the choice of the modern rules selected.

It was Sir Thomas' stipulation, however, that the size of the racing yacht should not be limited.

## AMERICANS PROVE LOYAL CANADIANS

LONDON.—Earl Grey, governor-general of Canada, in an address at the Dominion day banquet in London Thursday night, said that, far from being apprehensive that American immigration would injure Canadian loyalty, he cherished and welcomed every American immigrant. He declared that experience convinced him that the social, political and industrial systems of the Dominion were such as to induce every American, after a short residence in Canada, to become an enthusiastic and patriotic Canadian.

## THANKS TO RUSSIAN AT HARBIN.

ST. PETERSBURG.—Imperial thanks have been extended to Major General Horvath, chief of the Russian railroad at Harbin, for concluding the Russo-Chinese agreement in the matter of disputed jurisdiction in the railway belt. The agreement was signed on May 11 last.

## HENQUIN FIBER CONTRACTS.

MEXICO.—The International Harvester Company has contracted for the purchase of 200,000 bales of henquin fiber at a cost approximating \$5,000,000. The contract calls for monthly deliveries of the fiber until May 31, 1910.

## How Mexico Has Modernized the National Railway Line Extending Across Isthmus of Tehuantepec

FOR many years the Mexican government has been taking an active part in railroad building, harbor and wharf construction and in the general improvement of the now vast and excellent transportation facilities throughout the republic. These undertakings include the completion of the Tehuantepec National railroad, with its great terminals and harbors at Puerto Mexico (formerly known as Coatzacoalcas), on the gulf of Mexico and at Salina Cruz on the Pacific coast.

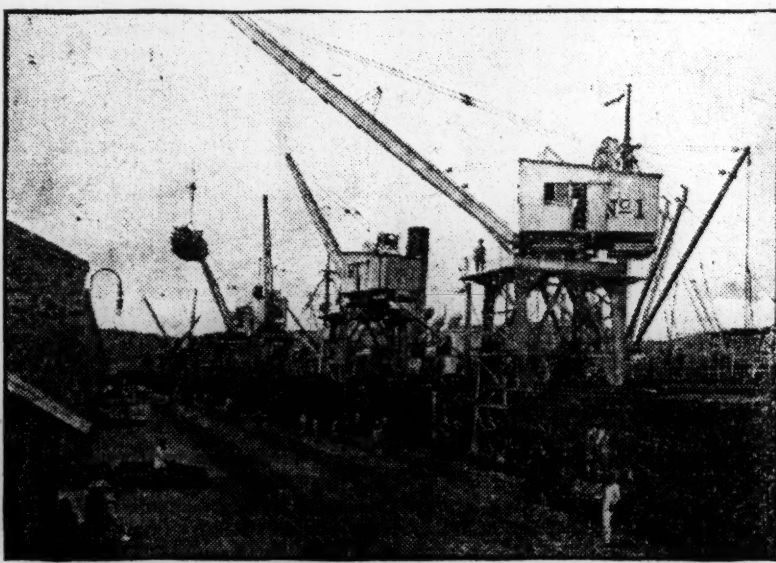
The route traversed by the railroad is across the narrowest width of the isthmus of Tehuantepec between ocean and ocean. The line is 100 miles long, and is constructed of 80-pound rails, laid on a solid roadbed of rock and gravel, built along the most approved methods.

For about 100 miles on the Gulf of Mexico slope the road passes through a region where an annual rainfall of 100 inches produces the luxuriant and variegated foliage and vegetation known only to the tropics. In the vast tracts of virgin forest and jungle that in many places still closely skirt the line of the railroad, monkeys, tapir, wild hogs and other wild denizens of tropical field and forest still abound. Startled by the whistle of the locomotive, the gaily colored tropical birds take wing and their gorgeous hues shimmer resplendent in the sunlight.

Passing to the Pacific slope, the road traverses an arid region and through the old historic town of Tehuantepec, where sometimes an entire year passes



HARBOR OF PUERTO MEXICO, Formerly known as Coatzacoalcas, terminal of the Tehuantepec National railroad on the Gulf of Mexico.



ELECTRIC CRANES WORKING AT SALINA CRUZ, MEX. Scene on the line of the Tehuantepec National railroad.

with barely a shower of rain having fallen on the sandy earth. Along the line jungle and arid land

has in many places been conquered by the industry of civilized man and a series of banana groves, coffee fincas,

cultivated rubber forests, cattle pastures, sugar cane fields, sugar factories, corn fields, railroad shops, saw mills, operating oil wells, an assortment of communities, towns and settlements with native palm houses and comfortable homes of brick and frame pass before the eyes of the traveler as the train speeds from port to port.

The construction of a harbor at Coatzacoalcas (now officially known as Puerto Mexico) was a comparatively simple undertaking.

The Coatzacoalcas river, which is 2000 feet wide at its mouth, formed a natural harbor of ample depth, once the obstructing sand bar had been removed and means provided to prevent it from reforming.

Besides the vast system of terminals that have been constructed at both ports, the efficient electric cranes and equipment installed for loading and unloading steamers, the immense warehouses that have been built and the fine wharves that have been constructed, there has also been added a large drydock at Salina Cruz equipped according to the most modern requirements.

## SALEM'S JUBILEE PLANS OUTLINED

Good Progress Reported by Committees for Old Home Week and Reception to Scout Cruiser.

SALEM, Mass.—Good progress is being made by the committees in charge of old home week and the reception of the scout cruiser Salem.

The program committee will recommend general decoration of the city, illumination at the Willows, Monday night, July 26, with fireworks, band concerts and an illuminated boat parade. On Tuesday it is proposed that the presentation of the gifts to the cruiser shall take place on the common early in the afternoon, to be followed by a parade of the ship's crew and a band concert.

## WINS BIG DAMAGE IN RAILROAD SUIT

WORCESTER, Mass.—Satisfactory adjustment has been made in the case of Osgood Bradley & Son against the New York Central & Hudson River railroad, arising from the destruction of the Bradley car manufactory in the course of grade-crossing abolition.

John E. Bradley gets almost \$200,000 for the damages to the plant.

Officials of the railroad authorized the statement that the damages amount to between \$150,000 and \$200,000.

Mr. Bradley admitted Thursday that a satisfactory agreement has been reached, but that his signature has not been applied to any binding documents. Atty. Ralph A. Stewart of Choate, Hall & Stewart, who represented the New York Central lines, started on an extended summer trip to Europe. Atty. William B. Sprunt, Boston, was Mr. Bradley's counsel.

## FALL RIVER GIVES DIPLOMAS TODAY

FALL RIVER, Mass.—Graduation exercises in the city schools will come to a close today with exercises and presentation of diplomas at the high school. The exercises in all the schools except the high school took place Thursday. Separate exercises were held at the Samuel Watson, Brayton avenue, Westfall, Lincoln and Highland schools, where large audience halls were available, and all the other schools united in one exhibition in the auditorium of the high school.

## HARVARD TO HOLD INAUGURAL FETE

President Lowell's Formal Taking of Office Will Be Made Notable by a Two Days' Program.

Harvard will make the inauguration of President Lowell on Wednesday, Oct. 6, and the following day a festive occasion. In order that no graduate may be shut out from the exercises, the program will be carried out in the yard. In front of University Hall a stand will be erected where President Lowell will read his inaugural address.

The inauguration exercises will begin on Wednesday morning at 10:40 o'clock and will conclude with the presentation of honorary degrees. The alumni chorus, under the direction of Warren Locke '69, will sing. After a buffet luncheon in the Union the procession of graduates will proceed to Memorial Hall, where a meeting of the Alumni Association will be held. At 9 p. m. the yard will be illuminated. The students will assemble and cheer. Their songs will be led by the glee club.

Thursday will be given over to the entertainment of delegates and other guests of the university. The delegates will assemble in Sanders Theater at 9:45 a. m. and will present their congratulatory addresses. At 1 p. m. President and Mrs. Lowell will entertain the delegates and their wives and other invited guests at luncheon in the faculty room. At 7 p. m. the corporation will give a dinner in the Union to invited guests.

## NEW POWER SHOP FOR NORTH ADAMS

NORTH ADAMS, Mass.—Plans for the erection of the new \$100,000 steel structure power house of the North Adams Gaslight Company, owned by the Massachusetts Lighting Company, are now on file in the city engineer's office. Some excavation work has already been started, and within a very short time work will be in full swing on this building.

## QUAKE IN MEDITERRANEAN.

LISBON.—There was a recurrence of the seismic disturbances in the Ribatejo region Thursday night at Tunis. A shock lasting several seconds was followed by a small tidal wave. Messina experienced two earthquakes in the morning. The casualties were few.

## TORPEDO TESTER AT ROCKLAND.

ROCKLAND, Me.—The torpedo experimental vessel Montgomery has arrived here. She is mounting under command of Commander Edward Simpson.

## TAFT IS EXPECTED AT CHURCH OUTING

Bethel M. E. Congregation of East Boston Invites President Taft and Other Notables to Their Fete.

Members of the Bethel M. E. Church of East Boston are expecting President Taft and many other notables at their annual outing on Aug. 6 at Point of Pines. Beside the President, Governor Draper, Mayor Hibbard, several United States senators, members of the national House of Representatives and prominent churchmen are looked for.

The Rev. L. B. Bates, D. D., pastor of the church, father of former Gov. John L. Bates, is greatly pleased with the prospects and the generosity with which the funds for the outing have been subscribed. He and his associates have issued a general invitation to all churches, irrespective of creed, to join in a greeting to the President. The chairman, Maj. Ainsley R. Hooper, has caused a circular letter to be issued inviting all denominations to cooperate. This invitation has been largely accepted.

A military band, a chorus of singers and games for children are to be special features. The culminating attraction, and that most anticipated, is the hearing of a few words from Mr. Taft.

## ELIOT BOOK LIST MADE FOR MONEY

Charles W. Eliot, president emeritus of Harvard, today announced that he had been paid for picking out the 30 books for the "five-foot shelf" to be published by a New York concern. He declared that he had personally selected the volumes, and said:

"The Bible and Shakespeare were omitted from the list at the desire of the publisher. The reason, of course, is that most people have read the Bible and Shakespeare. The list was originally intended to be a 50-book list. Now, any good edition of Shakespeare would take five volumes. The Bible would take three volumes, and there would be eight gone out of the 50."

## CALIFORNIA EARTH TREMOR.

SAN BERNARDINO, Cal.—Slight earth tremblings have been felt here since 5 o'clock Thursday night, but none of them has been severe enough to do any damage.

## SUNGARI OPEN TO TRADE.

PEKING.—The maritime customs on the Sungari river, China, was opened to international trade Thursday. The Amur river will be opened to international trade in August.

## AMERICANS BUY A BIG POTASH MINE FROM GERMAN COMBINE

BERLIN.—The most powerful industrial combination in Germany, "the potash syndicate," which controls the world's supply, today is on the brink of disintegration as the result of American enterprise.

At 2 o'clock Thursday morning the owner of the Solstedt mine, one of the largest in the combination, announced that since midnight his property had passed into the possession of the American Agricultural Company. Americans are the largest foreign consumers of Ger-

man potash salts. The Prussian government, which was a leading member of the combination, led a movement to nullify the American coup by inducing the imperial government to impose an export tax of 100 per cent on potash. This would automatically deal a heavy blow to the German interests.

Efforts are now afoot to renew the combination for another term of years, but the change in the ownership of the Solstedt mine has thrown the negotiations into chaos. The syndicate has adjourned its meeting for a week.

## EAST ADOPTS IDEA OF COLLECTION OF MAIL BY TROLLEY

GARDNER, Mass.—People of this city are pleased with letter collection by trolley, an idea which is growing in the United States and which has just been successfully established here under the direction of the United States postal authorities.

Des Moines and Burlington, Ia., Grand Rapids, Mich., and Wilmington, Del., are said to be the only other cities in the country which have the service, and in each place it is an unqualified success.

Gardner with its scattered population offers an excellent place for such service, as the city is made up of four villages. The electric road runs through them all. The box used is one made especially for the business, and is 13 inches wide, 7 inches deep and 21 inches in height, and is attached to the rear of the cars on the side near the street.

To use them, one has to stand at a white post or at a point where cars usually stop and hold the letter so that the motorman can see it, when he will slow down or bring the car to a stop so a letter can be deposited in the box.

## NEW CIGARETTE LAW IS ON TODAY

Today a law goes into effect as an amendment to the Massachusetts anti-cigarette statutes, to the effect that notices printed in black letters at least a quarter of an inch in height shall be posted wherever cigarettes are sold setting forth the fact that it is against the law for any one other than the minor's parent or guardian to sell or give a cigarette to any person under 18 years of age.

It not merely provides that properly printed copies of the cigarette law shall be posted wherever cigarettes are sold at retail, but it requires the state board of health to furnish the copies and the local police authorities to see that these are posted.

## FAILS TO ASSUME CAMBRIDGE POST

James F. Aylward, who claims to have been elected by both branches of the Cambridge city council to the office of city solicitor, did not assume his duties when he attempted to do so Thursday. Gilbert A. Pevey, incumbent of the position for 12 years, refused to vacate the office.

He argued that the rules and orders of the council require that the president of the council shall declare all votes, and that in this instance the meeting adjourned before the election took place. Mr. Pevey therefore claims the election unlawful.

## SIZES OF GERMAN SHIPS REVEALED

BERLIN.—The dimensions of the four new German battleships, the Nassau, Westfalen, Rheinland and Posen, of the same class as those known as Dreadnoughts, now under construction, concerning which the strictest secrecy has been maintained, are as follows:

Length 450 feet 7 inches, beam 88 feet 10 inches, draught 26 feet 6 inches, displacement 18,500 tons, indicated horsepower, 20,000, speed 21½ knots.

Their armament comprises 12 11-inch guns, 12 5-inch guns, 16 3½-inch guns, 4 machine guns and 6 torpedo tubes.

## BUDGET OF CUBA PASSED BY HOUSE

HAVANA.—The strained situation resulting from the adjournment of Congress without passing the budget, and the issuance of the presidential decree putting into effect Governor Magoon's budget of 1908-09, was relieved Thursday night by the action of the House, which, at an extraordinary session, convoked by Senator Ferrera, the chairman, after consultation with the President, agreed to pass the budget as amended by the Senate.

## IOWA WILL STOP CIGARETTE SALE

DES MOINES, Ia.—Sales of cigarettes will be barred in Iowa after July 4. Iowa all along has had a law which prohibits the sale of cigarettes or cigarette papers in the state, but the statute has not been enforced.

## WORCESTER TO HEAR FORAKER.

WORCESTER, Mass.—Ex-Senator Joseph B. Foraker of Ohio will be the memorial speaker of George H. Ward post, G. A. R., next May.

## ANTI-"SKYSCRAPER" LAW IS PRAISED BY BOSTON ARCHITECTS

(Continued from Page One)

on the part of some people to erect these 13-story, and over, buildings was unwise, and that Boston in general would not tolerate such buildings, for there is sufficient sense of the artistic in this city to check such hideous structures. Mr. Cram further added that he was bitterly opposed to them for two reasons: first, for economic reasons, as they established a false and exaggerated estimate on the value of land; and second, that they were most offensive artistically.

Leon B. Murray of the firm of Murray & Hutchinson, 101 Tremont street, stated that he does not approve of extremely high buildings on account of the narrowness of most of the streets in the business center of the city.

Two points are made in the case of Welch v. Swasey, now pending before the United States supreme court.

The first question is whether an act of the state, limiting the height of buildings is constitutional if it does not award compensation for damage to property as a result of the restriction; and, secondly, assuming that a general restriction of the character named is valid, whether such a restriction would yet be valid if it forbade the erection of a building of a certain height in one part of the city and permitted it in another part.

On the refusal of the building commissioner to grant a permit to Welch, he carried the case to the court of appeals, and then petitioned the supreme court of Massachusetts for a mandamus to compel the issuance of a permit. An opinion was given by that court Jan. 1, 1907, denying the petition, the decision turning on the question of the constitutionality of the two acts of the Legislature regulating the height of buildings in Boston.

The case comes to the United States supreme court on a petition for a writ of error to the supreme court of Massachusetts. Among the cases cited in the brief for the city, filed by Mr. Babson, is that of Hudson Water Company v. McCarter, 209 U. S. 349, in which the court said:

"For instance, the police power may limit the height of buildings in any city without compensation."

The final objection of plaintiff-in-error to the constitutionality of the Massachusetts statute is that it is not general in its operation throughout the city and state. In reply the corporation counsel cited numerous cases in which the United States supreme court and the state courts have upheld statutes made in the exercise of police power of a state, which did not affect all municipalities in the state alike, but were applicable only to localities having a certain population.

The contention of the city is that different regulations were necessary for the crowded business section of the city, in the interest of public health, from those which were applicable to the residential section.

## ICEBERGS SIGHTED OFF GRAND BANKS

ST. JOHN'S, N. F.—Never in the history of ocean navigation has the presence of icebergs along the grand banks and eastern Newfoundland coast been so prolonged as this year. On Thursday the captain of the steamer Rosalind from New York reported counting over 200 ice pillars, most of them towering to great heights, between Cape Race and St. John's, a distance of about 60 miles.

## The Lowney Herd

at Mansfield provides the cream that makes our fountain drinks so fresh and delicious. Every care is taken to keep it at its best from the time it leaves our blooded Jerseys until it is served to you in a foaming, refreshing drink. And this is only one instance of the pains taken to ensure the purity of EVERY ingredient of EVERY delicious thing we sell—buns, ices, fruit juices, soda, ice-cream, candied fruits and all.

**LOWNEY'S**

416 Washington Street  
Near Summer.



## THE HOUSEKEEPER

Hints That May Help.

## A SLEEVELESS COAT.

The sleeveless coat is much in demand just now, and this one is novel and becoming and can be made available for a great many different materials. In this case white linen is finished with collar and epaulettes of buff and held by ties of black ribbon, and such combinations are much seen, but the coat suits tulle, satin and Bengaline as well as it does linen, and it also can be made from lace and all over net, attached net or any material of the sort, while collar and epaulettes either of the same material braided or embroidered, or some pretty contrasting one can be utilized.



6371 Sleeveless Coat, 34 to 42 bust.

Material required for medium size is 4½ yards 21, 3½ yards 27 or 1¾ yards 44 inches wide, with ½ yard 21 or 27 inches wide for collar and epaulettes.

The pattern (6371) may be had in sizes from 34 to 42 inches bust measure at any May Manton agency or will be mailed on receipt of price (10c.). Address 132 West Twenty-seventh street, New York; or Masonic Temple, Chicago.

## SOME GOOD RECIPES.

**MINCED BEEF WITH POACHED EGGS.**  
Take about a pint of cold roast beef or steak, remove the fat and skin and chop fine. Put it into a steaming pan with a cup of gravy or brown sauce, season with a little nutmeg and cayenne and stir over the fire for five minutes. Toast some round pieces of bread, place a poached egg on each and serve on a hot platter with the minced beef in the center and the toast around the edge.

## POTATO OMELET.

Fry 1 tablespoon of chopped onion in 1 tablespoon of butter or beef fat until yellow, add 2 cups of cold boiled potatoes cut in thin slices, salt and pepper and pour over them 2 eggs thoroughly beaten. Bake slowly until the eggs are firm and turn out on to a warm platter.

## CHOCOLATE CREAM.

Scald 1 pint of milk. Sift together 3

## MISSES' FIVE-GORED SKIRT.

The skirt finished with a Spanish flounce is always a pretty and a graceful one. This season it is being extensively worn and this model shows it combined with a gored upper portion that can be either tucked or gathered at the belt. White batiste with flounce of embroidery and banding of lace are the materials illustrated, but the skirt is adapted to everything seasonable for all thin materials. The upper portion is cut in five gores and the skirt is gathered and joined to its lower edge. When the skirt is tucked at the belt the tucks are designed to be stitched flat, but it can be gathered if a softer effect is desirable.



6369 Misses' Five-gored Skirt with Straight Flounce, 14 and 16 made in this style, years.

Material required for the 16-year size is 3 yards 24, 2½ yards 32 or 2 yards 44 inches wide, with 4½ yards of flouncing 14 inches wide and 5½ yards of banding to make as illustrated; 7½ yards 24, 4½ yards 32, 3½ yards 44 with 7 yards of banding to make as shown in the back view.

The pattern (6369) may be had in sizes for girls of 14 and 16 years of age. Address as under No. 6371.

tablespoons of cornstarch, ½ cup of sugar and a few grains of salt. Dilute with a little cold milk, add to the scalded milk and cook 10 minutes. Melt 1½ squares of chocolate and stir until smooth with 3 tablespoons of hot water; add to the milk and cornstarch and when well mixed, stir in quickly the well beaten whites of 2 eggs. Let it cook for half a minute, stirring constantly. When a little cool, add 1 teaspoon of vanilla and pour into small cups to mold. Serve with cream.

## IN THE SHOPS OF ADVERTISERS.

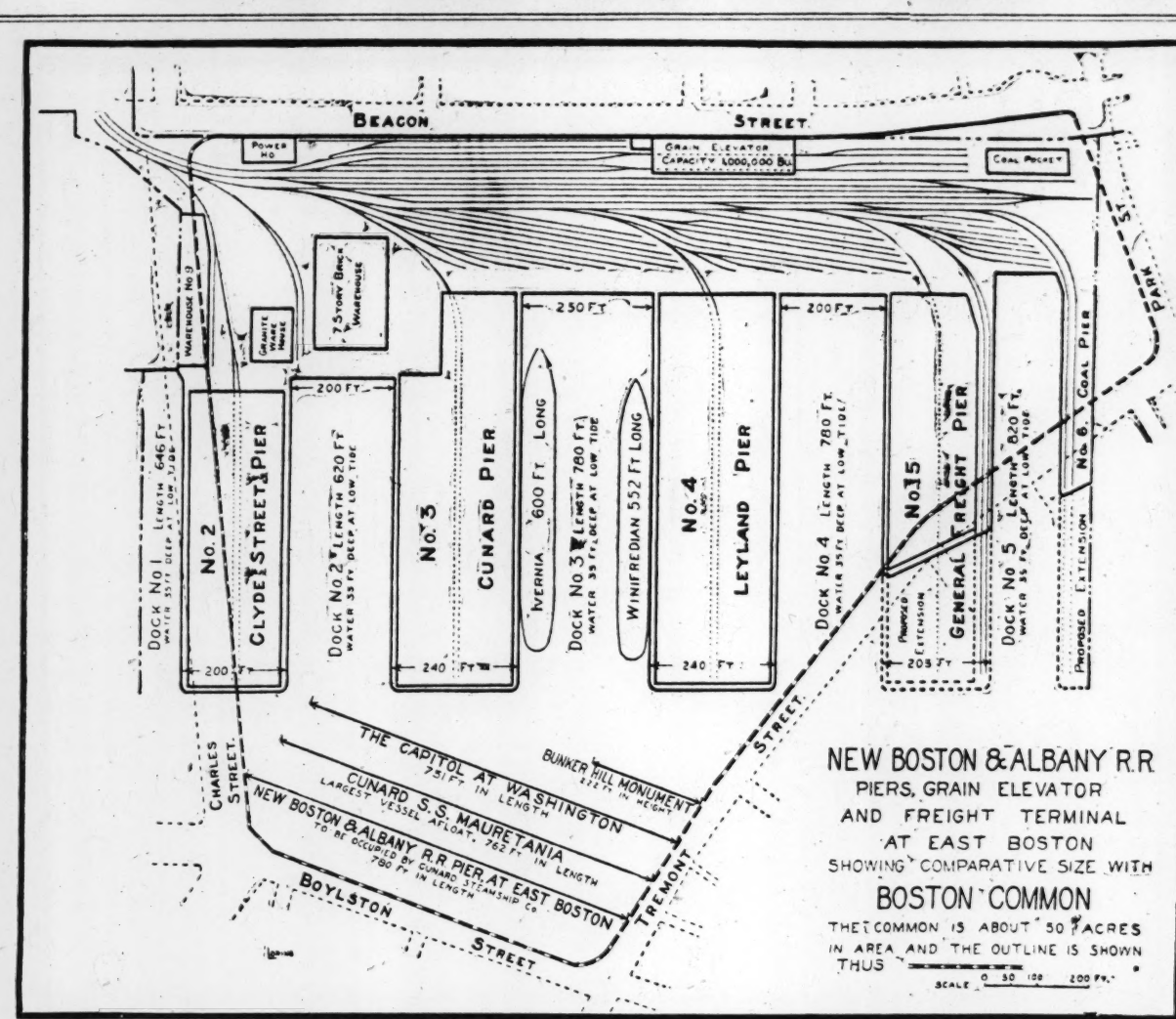
For this week the Crawford-Plummer Company at 531-535 Washington street are making a special offer in women's shirt waists at bargain prices. Among the large stock of these pretty summer effects are some dainty white cross-bar muslin waists finished with the Gibson plait, pocket and Dutch collar of embroidery and selling for only \$1. There are some very attractive Dutch neck waists with a yoke of val for \$1.98 and a large variety of the "Middy" waists which are delightfully cool and appropriate for tennis or outing purposes.

For the selection of material for distinctively summer frocks the shopper should visit the big store of the Shepard Norwell Company where she will find at a special "this week" sale a very satisfactory showing of genuine Scotch madras, 32 inches wide, in a variety of patterns. This material, whose wearing quality is so well known, is being offered for 15 cents a yard. This company is also offering its customers some excellent values in yard-wide dress linens, including a colored crash weave in shades of gray, pink, blue and lavender, at 50 cents per yard, oyster white crash at 37½ cents, and blouse linen in the natural shade only and of an extra fine grade at 17 cents.

For an absolutely pure and very satisfying table water the housekeeper should try the Cohas Spring Water, of which we are hearing so many words of commendation of late. This water is sold by the Cohas-Sauk Corporation of Manchester, N. H., and can be ordered through their Boston office at 5 Bromfield street.

Now that summer preparations are being made for the long sojourn of the family at the beach or in the mountains, the wardrobe of the younger members of the family should be made complete before the journey is begun. The housekeeper who has this duty to perform will find it greatly to her advantage if she visits the store of A. Shuman & Co. on the Shuman corner. This firm is holding a big clearance sale of boys' wash suits in sailor, Russian and Norfolk designs. All these nobby suits are greatly reduced in price for this special sale.

## Boston &amp; Albany's New East Boston Pier Gives This Port the Greatest Docks on the Atlantic Coast



The finishing touches today are being put on pier No. 3 of the Boston & Albany's new terminal at East Boston and it is probable that the Cunarder Saxonia, whose arrival at this port is scheduled for next Wednesday, will be the first vessel to warp into a berth at the pier. This is the largest on the Atlantic coast, excepting the commonwealth docks at South Boston.

The pier, which is fireproof, is 780 feet long and 240 feet wide. The Boston & Albany commenced work on this segment of the new terminal soon after the old terminal facilities were destroyed by fire on July 8, 1908.

A second pier of slightly longer length than the one just completed will be ready for the use of the Leyland line about the first of the year. The total cost of these piers to the New York Central system, lessees of the Boston & Albany, is estimated by the railroad's engineers to approximate \$1,400,000.

The new pier is as long as the South station from Summer street, to the end of the train sheds, and is 29 feet longer than the capitol at Washington.

It is estimated that 43,880 soldiers could stand on squares of two feet and that when pier four is completed, the entire army of the United States could be assembled on the two piers. Pier 3 has an area of 175,520 square feet, and pier 4 will have an area of 187,200 feet.

The Mauretania and Lusitania could easily dock on opposite sides of the pier at the same time. There will be 35 to 40 feet of water at low tide.

At an estimated cost of \$4,000,000 the New York Central is now engaged in constructing facilities at East Boston that will be a great factor in the maintaining of Boston as a port of export.

Being several hundred miles nearer Europe than any other Atlantic port of importance, Boston is by nature a differential port, but the demands of modern commerce and the keen competition of New York, Philadelphia and the Chesapeake bay ports, all having better facilities for the economical handling of cargoes, have minimized the advantages that Boston derives from its location. These natural advantages, however, are about to be utilized to their full value. With the completion of the New York Central's improvements and the construction of a proposed system of docks at East Boston by the Boston & Albany railroad and the East Boston Company, Boston will be in a position to command.

New York has several piers of slightly greater length, but in comparison with the East Boston pier they are deficient in width and other facilities that permits of the economical handling of freight.

This pier is to be leased to the Cunard line and in the loading of any of its present ships or any that may be built in the future, even though they be larger than the Mauretania, no lighters will be necessary; freight will be handled but once.

As a port of export of grain Boston lacks facilities for the successful handling of such in competition with Baltimore and New York. This need has been recognized by the Boston & Albany, and a new grain elevator with a capacity of 1,000,000 bushels, the largest in New England, is now being erected adjacent to the new piers on the southerly line of Marginal street. It will be 270 feet long, 73 feet wide and about 180 feet in height.

Engineers of the Boston & Albany expect this elevator to be completed early in the autumn of 1910, at an estimated cost of \$1,500,000. The elevator will be capable of unloading 300,000 bushels of grain in 20 hours and shipping 40,000 bushels per hour into the holds of vessels. Included in the cost of the elevator is that of the construction of a power house to furnish all the power and light necessary for every part of the new terminal. The new elevator will contain a grain drier building of fireproof construction.

These new docks and elevator are to be served by an extensive system of tracks that will permit of the switching of cars with the greatest facility. The freight yard immediate to these piers will contain over five miles of tracks, and will afford accommodation for 540 cars at one time, leaving sufficient room for switching operations. Some idea of the capacity of the pier sheds is gained from the engineers' estimates that they will hold 110 cars at one time, and that there will be room for the storage on adjacent tracks of 430 other cars awaiting their turn to enter the sheds to be loaded or unloaded.

An additional pier of approximately the same length as pier No. 3 will be constructed after pier No. 4 is completed for the express purpose of handling heavy bulk freights.

The federal government is encouraging the development of Boston's waterfront by the expenditure of several millions of dollars in dredging the harbor so that ships of the deepest draft will be free to enter this port. The slips between the Boston & Albany's new piers have a depth of 35 to 40 feet at mean low water.

The U. S. Training Ship Reaches England. The Massachusetts nautical training ship Ranger is at Gravesend, Eng., according to a cablegram received at the office of the commissioners of the Massachusetts Nautical Training School from Commodore William F. Low, U. S. N., the commander. After a stay of a week or 10 days the ship will sail for Copenhagen and Stockholm.

RABBI WISE MAKES ADDRESS. SAGAMORE BEACH, Mass.—The third annual Sagamore sociological conference closed Thursday night with an address by Rabbi Stephen S. Wise of New York on "The Social Message of the Hebrew Prophets."

WELLESLEY MAN DEMANDS PROBE. Former Superintendent of Schools Publicly Charges Department With Maladministration.

WELLESLEY, Mass.—At a town mass meeting held here Thursday evening, Prof. Marshall L. Perrin, former superintendent of the Wellesley schools, whose resignation took effect last week, defined his position relative to the alleged troubles in the local school department. He said that a thorough investigation of the finances of the department was needed.

"There is a general cry for economy in our schools," he said, "and I have been made the scapegoat. I found I could not work in an atmosphere of suspicion and distrust."

Professor Perrin denounced the school committee and charged them with the neglect of their duties. Their management, he asserted, needed the strictest kind of an investigation. In proof of his statements he cited numerous incidents of alleged unwarranted expense and maladministration.

TROLLEY WANTED BY MAINE PEOPLE. BANGOR, Me.—A movement has been started by residents of Waldo county to induce the Graham interests, which control most of the electric mileage in the state, to build from Togus to Warren, through Washington. As outlined, the new line would be about 30 miles long and traverse a rich country.

The matter has been taken up with General Manager Harry B. Ives of the Lewiston, Augusta & Waterville Trunk Line, and he regards it favorably. The Graham directors will go over the ground next week in automobiles.

WAKEFIELDS TO HOLD REUNION. The Wakefield Family Association of America will hold its annual reunion in Charlton on July 5. The members of the association are descendants of John Wakefield, who came to New England

in 1636.

FIRE IN SOMERVILLE. Fire caused \$2000 damage to the stable of Jeremiah Buttner in the rear of 30 Bond street, Winter Hill, Somerville, late Thursday. The firemen and volunteer helpers got out the 11 horses.

YOUNG PEOPLE'S SOCIETY ELECTS. PORTLAND, Me.—Officers were elected at the concluding sessions Thursday of the General Eastern Young People's Society of Loyal Workers, as follows: President, the Rev. L. F. Reynolds, East Norwalk, Conn.; vice-president, Henry Stone, Wallingford, Conn.; recording secretary, Miss Mary E. Rowe, Portland; corresponding secretary, Miss Charlotte M. Whitman, Old Orchard; treasurer, Miss Alice E. Strong, Yalesville, Conn.

PRINTING BUREAU ON A DAILY BASIS. U. S. Government Employees Will Be Paid for Day's Work Instead of Monthly System.

WASHINGTON—Employees at the bureau of engraving and printing, numbering about 2000, have been shifted from a monthly to a daily payroll. This was done by Secretary of the Treasury MacVough and Director Ralph to put the bureau on what they believe will prove to be a more strictly business system.

Hereafter each employee must give a full day's work for a full day's pay, or be "doctored." The practise has been to deduct any lost time from the annual leave of 30 days. Under the new order a day lost will mean a day's pay lost. The employees retain the privilege of 30 days annual leave.

The pressmen criticize the new order as "cheap factory methods."

Mr. Ralph believes the change will aid materially in keeping the time, and that the bureau will be able now to recompense the employees for working overtime, which was impossible under the old plan. More work will be done and there will be fewer absentees, he believes.

BIG CHURCH FUND IS RAISED ON TIME. NEW YORK—Congregationalist leaders today are rejoicing because the \$500,000 pledges to be binding on July 1, provided \$300,000 was subscribed by that time, ended not only with the \$300,000 secured, but with actual figures at \$310,000 and scores of telegrams from all over the country saying thousands more could be had if needed to make up the amount.

It was stated after the figures had been added that the campaign will now be continued and it is possible the entire \$500,000 will be secured. The debts of the societies being paid, the additional \$200,000 is to be divided upon an agreed ratio and used to strengthen the organizations.

WORK EXHIBITED IN LYMAN SCHOOL. WESTBORO, Mass.—Governor Draper was not present "Governor's day" at the Lyman school for boys, but the exercises Thursday went on just the same and there were hundreds of kindfolk and friends of the boys on hand to witness the competitive gymnasium and swimming stunts, to examine the exhibits of school work and to visit the boys.

The sloyd and manual training work exhibited over 2000 specimens, admittedly better in design and workmanship than last year.

STRAWBERRY BED OF WHITE VARIETY. White strawberries are growing in West Roxbury on the old Robert Gould Shaw estate on Cottage avenue.

The white strawberries have been cultivated on the place for many years and are believed to have been brought to this country from the West Indies.

## HARBOR INSPECTION TOUR AIDS MOVE TO INCREASE SHIPPING

Boston Merchants Today Reflect Enthusiasm of the Speeches Urging Utilization of Natural Advantages.

## U. S. HELP PROMISED

Enthusiasm is reflected today in the conversation of merchants throughout the city over the prospect of making Boston an even greater shipping center. This sentiment was crystallized at the tour of the harbor taken by 500 business men on Thursday afternoon as guests and members of the Chamber of Commerce.

The steamer South Shore started with the party from Rowe's wharf in the afternoon, and after an inspection of the harbor to show Boston business men what was needed to make it a more important factor in the city's commercial progress, and just how, if necessary, to set about accomplishing this expansion, the members were taken to Nantasket for dinner and speeches.

President James J. Storrow of the Chamber of Commerce officiated as toastmaster. In his preliminary remarks he referred to the new ship channel which the United States government is now building.

Congressman Lawrence, member of the rivers and harbors committee, was the special guest and speaker of the evening. "We must have something more than appropriations," said Congressman Lawrence, "We must have a definite plan and a definite policy."

"I am not here to urge extravagance, but I do insist that there should be a larger percentage of our national expenditures made for the improvement of our rivers and harbors."

"Boston harbor is one of the great assets of our commonwealth, and we should not stop working in her interests, now that we have our 35-foot channel; but ever bear in mind that the development of this harbor is of the greatest importance to all the nation."

Charles S. Hamlin, former assistant secretary of the treasury, said: "Our duty is to increase, yes, double and treble the export trade coming through the port of Boston. The railroads are ready to give us their help, but we must give the railroads our support and assistance."

"When I look at the vast stretch in Dorchester bay, the Commonwealth wharf and other facilities, I am inclined to think we could care for the export trade of the United States."

Amos G. Crane, foreign traffic manager of the B. & M., told of the conditions existing abroad and how foreign steamship lines would gladly locate here provided we kept them busy.

He said that no reason existed for Boston not resuming second place, at least, in the list of export centers of the country.

David O. Ives of the New England board of transportation, declared that sufficient attention was not being given to the river channels, and declared that had action been begun more quickly the tremendous expense of clearing the rivers from piling and antiquated drawbridges would not now have to be considered.

Col. Edward Burr, a government engineer who has been engaged in the channel work of the harbor said: "Don't overlook your minor channels, for they are as important as your 35-foot channels. The farther these terminals extend into the city the more valuable they are to you."

BIG CHURCH FUND IS RAISED ON TIME.

NEW YORK—Congregationalist leaders today are rejoicing because the \$500,000 pledges to be binding on July 1, provided \$300,000 was subscribed by that time, ended not only with the \$300,000 secured, but with actual figures at \$310,000 and scores of telegrams from all over the country saying thousands more could be had if needed to make up the amount.

It was stated after the figures had been added that the campaign will now be continued and it is possible the entire \$500,000 will be secured. The debts of the societies being paid, the additional \$200,000 is to be divided upon an agreed ratio and used to strengthen the organizations.

WORK EXHIBITED IN LYMAN SCHOOL.

WESTBORO, Mass.—Governor Draper was not present "Governor's day" at the Lyman school for boys, but the exercises Thursday went on just the same and there were hundreds of kindfolk and friends of the boys on hand to witness the competitive gymnasium and swimming stunts, to examine the exhibits of school work and to visit the boys.

The sloyd and manual training work exhibited over 2000 specimens, admittedly better in design and workmanship than last year.

STRAWBERRY BED OF WHITE VARIETY.

White strawberries are growing in West Roxbury on the old Robert Gould Shaw estate on Cottage avenue.

The white strawberries have been cultivated on the place for many years and are believed to have been brought to this country from the West Indies.

## ACTION IN REDUCTION OF ASSESSORS STILL HANGS IN ABEYANCE

Common Council Defers Consideration of Amendment Seeking to Block Mayor's Appointments.

## NEW PUBLIC BATHS

The common council at its meeting Thursday night indefinitely postponed consideration of the amendment seeking to reduce the number of principal assessors from nine to seven. This reduction was asked by the former finance commission and advocated by the Republican aldermen in the meeting of the board when the mayor's appointments of Edward G. Richardson and Alonzo F. Andrews as assessors came up for confirmation.

An order was passed appropriating \$50,000 for the erection and equipment of a bath house on Dewey beach, Charlestown.

An order appropriating not more than \$750 for lodges for common council members was introduced by Councilman McGovern of ward 16 and passed without debate.

The council finally passed the item submitted by the mayor for a fire station for the Lauriat avenue district at a cost of \$15,000. The mayor's order for authority to transfer a total of \$63,000 from the reserve fund to appropriations for the bath, children's institutions, public grounds and street departments was passed, with the exception of the item of \$11,000 for the placing out division of the children's institutions department. Objection to this particular item was raised by Messrs. Joyce, McGovern and O'Neil on the ground that the department is not properly carrying on the work intended.

The council concurred with the aldermen in passing Alderman O'Hare's order of \$5000 for a playground for women and children at M. N. East Eighth and East Ninth streets, South Boston. The council concurred also in the passage of an order authorizing the sale of a portion of the Ashmont playground to Congressman O'Connell.

NEW HAMPSHIRE SHAFT DEDICATED.

WINDHAM, N. H.—Honorary to Samuel Dinsmoor, a former Governor of New Hampshire, and for two years the representative of the "Granite State" in Congress, a monument was dedicated here Thursday on the summit of Jenny's hill. This is the highest point of land in the town and is near the spot where the former Governor was born, July 1, 1766.

The principal address was made by Jarvis Dinsmoor of Sterling, Ill., a descendant of Governor Dinsmoor, while former Attorney-General Albert E. Pillsbury of Massachusetts and Governor Henry B. Quincy also spoke.

LIFEGUARD SAVES TWO MEN.

Emmerrill Beuler, lifeguard at Magazine beach, Cambridge, rescued two men, John J. Donovan and Henry Dolan, both of Cambridgeport, Thursday afternoon. The men were out 80 feet from the shore and Dolan was attempting to assist Donovan, but was making no headway when the lifeguard came to their rescue.

SPECIAL NOTICE.

We have decided to give a SPECIAL DISCOUNT OF 25% from our regular rates to any one presenting this advertisement which we have running in The Monitor. We will give special attention to each customer, and the very best photographs it is possible to make.

Elmer Chickering.

Leading Photographer. 21 WEST STREET, BOSTON.

SALESROOM FOR VICTOR Instruments.

And RECORDS. Buy Direct from SOL. BLOOM. 366 Fifth Ave., New York. 40 West 34th St., New York. 147 S. Broad St., Philadelphia. Opp. Hotel Radolf, Atlantic City. Mail orders solicited, send for catalogue.

BEECH-NUT SLICED BACON IN GLASS JARS Served at Hotels and Clubs. Sold by Butchers and Grocers.

WATER SUPPLY INCREASED. WATER BILLS REDUCED.

NEW SOURCES FOUND AND DEVELOPED IN CITY OR COUNTRY. Alfred Fischer, Specialist in Hydro-geology. AMERICAN HYDROSCOPE CO. 41 Broadway, New York.

HOME SAVINGS BANK. 75 Tremont St., Opposite Tremont Temple.

Deposits Go On Interest Saturday, July 10.

During July and August the Bank will not be open after 2 o'clock Saturday afternoons.

Children and Young People Throughout the United States who wish to be employed during the summer vacation are requested to send their names and addresses to Circulation Manager of The Christian Science Monitor, Falmouth and St. Paul Streets, Boston, Mass.



## RATES

One insertion, 12 cents a line,  
three or more insertions, 10 cents  
a line.

## Classified Advertisements

Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

TELEPHONE  
Your advertisement to 4330  
Back Bay, or, if preferred, a rep-  
resentative will call on you to dis-  
cuss advertising

## REAL ESTATE

FOR SALE.  
House lots on the shore of Lake Winnepesaukee, at West Alton, N. H. Inquire of JOHN D. COLBY, Laconia, N. H., 729 Main st.

## REAL ESTATE FOR SALE

WINTHROP—Up-to-date house of 10 rooms; located in beautiful section of this beautiful town; see photo 150 Devonshire st., city, N. H. Inquire of T. H. MARTELL, Main, T. H. MARTELL.

## FINANCIAL

1800 ACRES irrigated land in Wyoming, \$18 per acre; for ranch or farming; good fences and buildings; railroad siding on land near buildings; perpetual water right; will make 45 to 50 acre farms; excellent land and abundance of water. Write W. E. 6418, Dale, Wyo.

## TO LET

OFFICES TO LET.  
55 State Street.  
Whole of Third Floor, 1500 square feet. Owing to removal will be let at a bargain for 1 1/2 years, being balance of lease.

## APARTMENTS TO LET

TO LET—Desirable corner apartment, furnished; 6 rooms and bath; con. hot water. 185 Brookline ave., suite 1, Brookline.

## APARTMENTS WANTED

WANTED—A furnished suite of one or two rooms with bath, in Back Bay. Address 2188, Monitor Office.

## SUMMER HOMES

TO LET—On prettiest part of lake Winnepesaukee, 8-room cottage just completed; fishing, bathing, boating, fine drives; R. F. D. Address C. E. ROBERTS, Old Hove Farm, Alton, N. H.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

## Atlantic and Pacific Sailings

Steamship Movements at a Glance.

## CALENDAR FOR TOMORROW.

STANDARD TIME.  
Sun rises..... 4:12  
Sun sets..... 7:24  
High tide..... 11:27  
Full moon, July 3.

## Schedule of Transatlantic Sailings.

EASTBOUND.  
Sailings from New York:  
\*Oscar II, for Copenhagen, via  
Christiana, for Southampton, via  
Lisbon, for Mediterranean ports,  
via  
\*Kaiserin Augusta Victoria, for  
Hamburg, via  
\*Caronia, for Liverpool, via  
Queenstown, for Southampton, via  
\*Philadelphia, for Southampton, via  
Celtic, for Liverpool, via Q'town  
Lombardia, for Mediterranean ports,  
via  
\*Minotaur, for London, via  
\*Kronprinz Wilhelm, for Bremen,  
via  
\*Duc de Genova, for Mediterranean ports,  
via  
\*Oceanic, for Southampton, via  
Plymouth and Cherbourg, via  
\*Lucania, for Liverpool, via Q'town  
\*Oceanic, for Southampton, via  
Plymouth and Cherbourg, via  
\*Re d'Italia, for Mediterranean ports,  
via  
\*Bremen, for Bremen, via  
\*La Savoie, for Havre, via  
\*Carpathia, for Mediterranean ports,  
via  
\*Bremen, for Bremen, via  
\*La Savoie, for Havre, via  
\*Carpathia, for Mediterranean ports,  
via  
\*Finland, for Mediterranean ports,  
via  
\*Kronland, for Antwerp, via  
Dover, for Southampton, via  
\*Columbia, for Glasgow, via Lon-  
donderry, for Southampton, via  
\*Koenig Luise, for Mediterranean ports,  
via  
\*Minneapolis, for London, via Queens-  
town, for Southampton, via  
Sailings from Boston:  
\*Anglian, for London, via Phila-  
delphia, for Liverpool, via  
\*Mentmore, for Antwerp, via Phila-  
delphia, for Liverpool, via  
\*Romania, for Mediterranean ports,  
via  
\*Caledonia, for Manchester, via  
Laurensburg, for Glasgow, via Lon-  
donderry, for Southampton, via  
Sailings from Hamburg:  
\*Merion, for Liverpool, via  
Sailings from Baltimore:  
\*Badeila, for Hamburg, via  
Bethania, for Hamburg, via  
Sailings from Montreal:  
\*Ottawa, for Liverpool, via  
WESTBOUND.  
Sailings from Liverpool:  
\*Mauretania, for New York, via  
Queenstown, for Southampton, via  
\*Carnarvon, for New York, via  
Friesland, for New York, via  
\*Laurentic, for Montreal, via  
\*Arabic, for New York, via Q'town  
\*Cymric, for Boston, via Queens-  
town, via  
Sailings from London:  
\*Empress of China, for Vancouver, via  
Sailings from Honolulu, H. I.:  
\*Mongolia, for San Francisco, via  
\*Carrying U. S. mail.

UXBRIDGE SITE  
FOR BOSTON FIRM

UXBRIDGE, Mass. — The Uxbridge Board of Trade has for consideration a proposition from a Boston firm for the location of an iron foundry in Uxbridge. The matter was brought to the notice of the board through an advertisement in a trade journal, and Edward T. McShane, secretary of the board, has had a talk with the Boston firm, which is said to be Warren & Longley.

It is understood that capital to the amount of \$50,000 will be raised, with a guarantee of 3 per cent dividends. If this can be accomplished the firm will build a plant and manufacture mill supplies, including shafting, pulleys, bushings and other articles for the fitting up of manufacturing plants for power purposes.

NEW FEDERAL COURT CLERKS.  
Gen. Charles K. Darling has taken his oath of office as clerk of the U. S. circuit court. He succeeds Alexander H. Trowbridge, who resigned early in June.

ABDUL HAMID TO BE TRIED.  
CONSTANTINOPLE—The court martial inquiring into the revolt of April 13 has decided to commit ex-Sultan Abdul Hamid for trial before the high court of justice.

## MORTGAGES FOR SALE.

FIVE PER CENT MORTGAGES  
FOR SALE: secured by first lien on improved real estate in Kansas City, Mo.; write for offerings.

## CORN BELT BANK

KANSAS CITY, MO.  
ROOM AND BOARD  
THE ASHBURTON  
9 ASHBURTON PLACE, BOSTON.  
Rooms by the day, week, month or year. Tel. 2298 Hay, M. H. BURBANK.

HOTEL WESTLAND, Westland ave., suite 20. Cool, light rooms; connecting or single; continuous hot water; telephone; tourists accommodated.

NEW YORK CITY, MISS J. E. RANKIN, 27 W. 34th st., near Central Park; Christian Scientists preferred; tourists accommodated.

BACK BAY, 232 W. Newton st.—Newly fur. house; alcove, side and sq. rooms; con. h. w.; tel.; tourists accommodated.

31ST ST., 39 EAST, New York—Rooms, single or en suite; meals optional; summer rates; tourists accommodated.

NEW YORK, 44th st., 214 West—Large and small rooms with excellent board; references.

## SUMMER BOARD

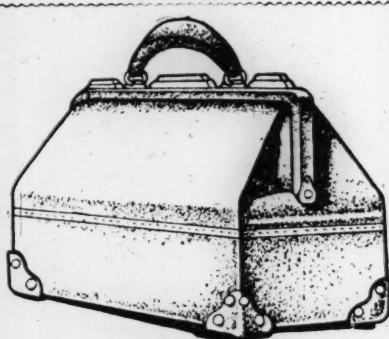
BOARDERS wanted; reasonable rates; 2 blocks from trolley and station; no children; good board. Address Box 55, Freeport, New Jersey, Monmouth Co.

WANTED—Permanent or summer boarders; pleasant country house. Write MRS. JULIA M. CLARK, Smithtown Branch, Long Island, N. Y.

## BOARDERS WANTED

WANTED—Boarders in private family for summer; colonial house, modern improvements; beautiful location, high elevation; 5-room fire to Boston, German and French spoken. Address 220 Park ave., Arlington Heights, Mass.

## BAGS

SPECIAL  
Travelling Bags

(Like oil.)  
OF FINE SELECTED COWHIDE.  
LEATHER LINED, EDGES STITCHED.  
EXTRA CORNERS SEWED ON BY HAND.  
GOOD WEARING, GOOD LOOKING.

WHILE THEY LAST  
14-15 in. 16-17 in. 18-19 in.  
\$4.19 \$4.69 \$5.19

## S. S. Miller &amp; Son

"THE LEATHER GOODS STORE."  
TRUNKS, BAGS, SUIT CASES.  
Summer St., Cor. Atlantic Ave.  
Opposite South Station.

## MACHINERY

SAFES AND MACHINERY  
moved promptly by YOUTLLEN, SMITH & HOPKINS, 571 Atlantic avenue.

## AUTOMOBILES

"BOULEVARD" the French sparkling plug; thousands in use throughout Europe and England; price \$2.50 each, postpaid; circular free. MONTGOMERY & CO., 105 Fulton st., New York city.

## FOR THE AUTOMOBILE

ENAMELAC LEATHER FINISH in five colors makes old leather new in your auto or on your furniture. \$1 per can; ask your dealer or send direct. ENAMELAC VARNISH CO., 75 Main st., Racine, Wis.

## WANTED

WANTED—Small office or part of an office with reliable party, in vicinity of post-office. Address, giving full particulars, 8184, Monitor Office.

WANTED—A gasoline runabout; must be in good condition and cheap for cash. Address 6172, Monitor Office.

## FOR SALE

High Grade, Roll-Top Mahogany Desk  
66 inches wide; an opportunity to obtain a fine desk at a very reasonable price. Inquire Room 7.

Christian Science Publishing Society,  
FALMOUTH AND ST. PAUL STS.

## TRAVEL

JACOBS' EUROPEAN TOURS  
A few vacancies in a select Christian Scientists' party (Christian Scientists not booked and addresses furnished). Extraordinary opportunity for five or six more cultured persons to enjoy a very ideal party for an ideal tour. Gift-edged references required. Itinerary: Four weeks coaching through British Isles, Holland, Belgium, Germany, Switzerland (Simplon Pass), Italy, two days Mediterranean cruise, Southern England, Paris, receipt of \$1.00, receipt River to Montreal. Detailed arrangements now perfected. Service unexcelled. Carriage drives throughout continent a specialty. Cost inclusive. Address C. W. JACOBS, Mgr., Rock Valley, Iowa.

HOUSEHOLD NEEDS  
FOR COUNTRY HOMES AND BUILDINGS  
A Brilliant Light  
An up-to-date, low priced, simple, safe, dependable Gas Plant—light, cook, heat operate water pump, etc.

KEMP'S CLIMAX GAS CO.  
BALTIMORE, MD.  
ADAMS & SWETT CO.  
Established 1856.  
CARPET BEATING  
VACUUM CLEANING  
NAPHTHA CLEANING  
130 Kemble Street, Roxbury  
Telephone Box 1071 and 1290.  
Price Lists and Estimates Furnished.

A DUSTLESS home with the wonderful chemically treated cloth that dusts, cleans and polishes everything; injures nothing; no dust in the air; improves with washing; postpaid 25c; your address for particulars; agents wanted. HOWARD DUSTLESS DUSTER, 194C Federal st., Boston, Mass.

BABY CARRIAGES  
repaired, wheels re-tired, carriage parts. W. J. REILLY & CO., 137 Portland st.

COAL AND WOOD—12 bushels kindling wood, \$1. REPAIR MISSION, 65 W. Dedham st., Tel. Tre 428.

FURNITURE  
KEEP HOUSE.  
C. W. GUY FURNITURE CO.  
86 CANAL ST., BOSTON.  
Manufacturers' agents for first-class furniture at reasonable terms.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

BOOKS  
MONITOR SCRAP BOOK  
Full of dark green cloth, gold letters; 10x12; 75c; prepaid anywhere in U. S. \$1.  
Journals and Sentinels bound; church work; hymnals rebound; send for price. WM. S. LOCKE, 17 Merchants Row, Boston. Telephone Main 2063-3.

"LITTLE QUEEN MAR" a wholesome child's story, dainty bound; price 35c, prepaid. MISS D. R. LEWIS, 1818 Harvard Blvd., Los Angeles, Cal.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

MONITOR SCRAP BOOK  
Full of dark green cloth, gold letters; 10x12; 75c; prepaid anywhere in U. S. \$1.  
Journals and Sentinels bound; church work; hymnals rebound; send for price. WM. S. LOCKE, 17 Merchants Row, Boston. Telephone Main 2063-3.

"LITTLE QUEEN MAR" a wholesome child's story, dainty bound; price 35c, prepaid. MISS D. R. LEWIS, 1818 Harvard Blvd., Los Angeles, Cal.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

MONITOR SCRAP BOOK  
Full of dark green cloth, gold letters; 10x12; 75c; prepaid anywhere in U. S. \$1.  
Journals and Sentinels bound; church work; hymnals rebound; send for price. WM. S. LOCKE, 17 Merchants Row, Boston. Telephone Main 2063-3.

"LITTLE QUEEN MAR" a wholesome child's story, dainty bound; price 35c, prepaid. MISS D. R. LEWIS, 1818 Harvard Blvd., Los Angeles, Cal.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

MONITOR SCRAP BOOK  
Full of dark green cloth, gold letters; 10x12; 75c; prepaid anywhere in U. S. \$1.  
Journals and Sentinels bound; church work; hymnals rebound; send for price. WM. S. LOCKE, 17 Merchants Row, Boston. Telephone Main 2063-3.

"LITTLE QUEEN MAR" a wholesome child's story, dainty bound; price 35c, prepaid. MISS D. R. LEWIS, 1818 Harvard Blvd., Los Angeles, Cal.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

## FIREWORKS

FIREWORKS  
Jacobs, Whitcomb  
& CO.  
50 Kilby Street

MANDARIN CRACKERS  
Flags, Lanterns, Balloons  
SEND FOR PRICE LIST

98 Federal Street  
Jacobs, Whitcomb  
& CO.

FIREWORKS

WANTED—A capable man as attendant to an elderly gentleman; references required. Address 183 Lafayette st., Salem, Mass.

SITUATIONS WANTED  
WILL SOME kind-hearted Christian Scientist give employment of some kind, country preferred, to a high school graduate who is willing to make himself useful during summer months? Address B 177, Monitor Office.

YOUNG WOMAN, broad education, desires kindergarten position for next fall; one year's experience in Italian settlement kindergarten; excellent refs. Address MISS ADAMS, 356 Greene ave., Brooklyn, N. Y.

WANTED—By lady teacher, 6 years' experience, position in private school, N. E. or New York, mathematics and science branches. Address A 157, Monitor Office.

HOUSEKEEPER, companion, governess or mother's helper; teacher desires position for summer; willing to travel. Address M 108, Monitor Office.

CHAUFFEUR wants position; year's experience in repair shop and gar.; foreign cars; willing to travel. Address O 166, Monitor Office.

WANTED—A clerical or cashier's position by young woman who has had a good business training. Address R 164, Monitor Office.

PLAIN and ornamental metal pattern maker would like position in light or medium work. Address D 154, Monitor Office.

RELIABLE, temperate, prof. chauffeur with mechanical ability wants permanent position. Address L 109, Monitor Office.

LADY experienced in book-keeping, cashing and general office work, would like position. Address B 44, Monitor Office.

HIGH school student, age 17, would like position at the seashore for summer; references. Address B 156, Monitor Office.

PUBLIC STENOGRAPHERS  
CORRESPONDENCE for practitioners and lecturers given special attention by experienced stenographer and typist. MISS THURGOOD, 1547 First National Bank, Chicago.

RESTAURANTS  
South Station Restaurant  
ALWAYS ESSENTIAL to know a good place to eat; arriving or departing from the South Station, Boston, you will find quick service and pure food at the restaurant and lunch room; accommodation for 500 persons; all modern conveniences. COOPER, LOWELL CO., Proprietors.

MASS. CHAMBERS CAFE  
144 Mass. ave., near Boylston st. Open 7 to 7:30. Sundays and Holidays 8 to 3:30.

CHOCOLATES  
A TWO-POUND BOX OF DAGGETT'S delicious chocolates will be mailed to any address in the U. S. on receipt of \$1.00, size 60c, half lb. 50c, sample 10c. F. L. DAGGETT CO., 33-35 Lewis Wharf, Boston.

MISCELLANEOUS  
MONEY BACK  
IF BIG 4 YELLOW BARN PAINT IS NOT SATISFACTORY.  
A rich deep orange color.  
PURE LINSEED OIL AND TURPENTINE  
Write for full information,  
Ajax Paint Co., Indianapolis, Ind.

CRAB TREE FARM  
LAKE POLES, ILL.  
CERTIFIED MILK FOR CHICAGO.  
MAKE our office your New York headquarters; expert public stenographers. DORION & BLACKFORD, 44 Wall st.

RECEIVERS OF  
FINE CREAMERY BUTTER  
AND FRESH EGGS.

DEALERS IN  
MUTTON, LAMB, VEAL, BEEF,  
BACON, HAMS, ETC.

OUR SPECIALTIES CALVES LIVERS, HEADS AND FEET, SWEET BREADS, LAMB FRIES.

ALFRED SEARS & CO.  
WHOLESALE DEALERS IN  
MUTTON, LAMB, VEAL, BEEF, PORK AND POULTRY  
15 FANEUIL HALL MARKET, 3 FANEUIL HALL SQUARE AND 34 MERCHANTS ROW.

L. F. ABBOTT & COMPANY  
WHOLESALE AND RETAIL DEALERS IN  
BEEF, PORK, LARD, HAMS, TONGUES  
STALLS 47 AND 49 QUINCY MARKET.  
TELEPHONE 911 RICHMOND. FIRST CLASS FAMILY TRADE SOLICITED.

LYMAN F. ABBOTT  
L. C. THAYER  
L. C. THAYER COMPANY  
BEEF, LAMB, VEAL, PIG HAMS, BACON, PORK, POULTRY AND GAME  
HOTEL, RESTAURANT AND STEAMSHIP SUPPLIES A SPECIALTY.  
NOS. 28-30-32 NEW FANEUIL HALL MARKET, CELLAR 9. TEL. RICHMOND 897

OTIS SIMONDS  
Wholesale and Retail Dealer in  
PROVISIONS  
45 Faneuil Hall Market,  
BOSTON.  
Telephone.

Established 1840. Incorporated 1902  
L. D. JACKSON CO.  
DEALERS IN  
Butter, Cheese, Eggs and Cream  
Stalls 74 and 76 Faneuil Hall Market; also  
Store No. 7 North Market st. Telephone  
No. 690 Richmond.

HAMLIN RICHARDSON  
Dealers in  
POULTRY AND WILD GAME  
MEATS AND VEGETABLES  
1 FANEUIL HALL MARKET, BOSTON  
Telephone Richmond 883-2.

WHERE TO MARKET  
RHODES BROS. CO.  
Telephone Connection.  
GROCERIES AND PROVISIONS  
Wholesale and Retail.  
Importers and Receivers on Commission.  
438 to 444 Tremont st., 170 to 174 Mass. ave., 256 to 260 Warren st. (Box dist.),  
10 and 11 Harvard sq., Brookline. BOSTON.

DRESSMAKING  
AN EXPERIENCED teacher wishes private tutoring for the summer. MISS S. F. PARSONS, 4173 Lake ave., Apartment B, Chicago.

DRESSMAKING  
DRESSMAKER on Misses' and Children's work would like engagements. MISS M. S. EASTMAN, 27 Milford st., Boston.

RECEIVERS OF  
FINE CREAMERY BUTTER  
AND FRESH EGGS.

DEALERS IN  
MUTTON, LAMB, VEAL, BEEF,  
BACON, HAMS, ETC.

OUR SPECIALTIES CALVES LIVERS, HEADS AND FEET, SWEET BREADS, LAMB FRIES.

ALFRED SEARS & CO.  
WHOLESALE DEALERS IN  
MUTTON, LAMB, VEAL, BEEF, PORK AND POULTRY  
15 FANEUIL HALL MARKET, 3 FANEUIL HALL SQUARE AND 34 MERCHANTS ROW.

L. F. ABBOTT & COMPANY  
WHOLESALE AND RETAIL DEALERS IN  
BEEF, PORK, LARD, HAMS, TONGUES  
STALLS 47 AND 49 QUINCY MARKET.  
TELEPHONE 911 RICHMOND. FIRST CLASS FAMILY TRADE SOLICITED.

LYMAN F. ABBOTT  
L. C. THAYER  
L. C. THAYER COMPANY  
BEEF, LAMB, VEAL, PIG HAMS, BACON, PORK, POULTRY AND GAME  
HOTEL, RESTAURANT AND STEAMSHIP SUPPLIES A SPECIALTY.  
NOS. 28-30-32 NEW FANEUIL HALL MARKET, CELLAR 9. TEL. RICHMOND 897

OTIS SIMONDS  
Wholesale and Retail Dealer in  
PROVISIONS  
45 Faneuil Hall Market,  
BOSTON.  
Telephone.

Established 1840. Incorporated 1902  
L. D. JACKSON CO.  
DEALERS IN  
Butter, Cheese, Eggs and Cream  
Stalls 74 and 76 Faneuil Hall Market; also  
Store No. 7 North Market st. Telephone  
No. 690 Richmond.

HAMLIN RICHARDSON  
Dealers in  
POULTRY AND WILD GAME  
MEATS AND VEGETABLES  
1 FANEUIL HALL MARKET, BOSTON  
Telephone Richmond 883-2.

WHERE TO MARKET  
RHODES BROS. CO.  
Telephone Connection.  
GROCERIES AND PROVISIONS  
Wholesale and Retail.  
Importers and Receivers on Commission.  
438 to 444 Tremont st., 170 to 174 Mass. ave., 256 to 260 Warren st. (Box dist.),  
10 and 11 Harvard sq., Brookline. BOSTON.

DRESSMAKING  
AN EXPERIENCED teacher wishes private tutoring for the summer. MISS S. F. PARSONS, 4173 Lake ave., Apartment B, Chicago.

DRESSMAKING  
DRESSMAKER on Misses' and Children's work would like engagements. MISS M. S. EASTMAN, 27 Milford st., Boston.

RECEIVERS OF  
FINE CREAMERY BUTTER  
AND FRESH EGGS.

DEALERS IN  
MUTTON, LAMB, VEAL, BEEF,  
BACON, HAMS, ETC.

OUR SPECIALTIES CALVES LIVERS, HEADS AND FEET, SWEET BREADS, LAMB FRIES.

ALFRED SEARS & CO.  
WHOLESALE DEALERS IN  
MUTTON, LAMB, VEAL, BEEF, PORK AND POULTRY  
15 FANEUIL HALL MARKET, 3 FANEUIL HALL SQUARE AND 34 MERCHANTS ROW.

L. F. ABBOTT & COMPANY  
WHOLESALE AND RETAIL DEALERS IN  
BEEF, PORK, LARD, HAMS, TONGUES  
STALLS 47 AND 49 QUINCY MARKET.  
TELEPHONE 911 RICHMOND. FIRST CLASS FAMILY TRADE SOLICITED.

LYMAN F. ABBOTT  
L. C. THAYER  
L. C. THAYER COMPANY  
BEEF, LAMB, VEAL, PIG HAMS, BACON, PORK, POULTRY AND GAME  
HOTEL, RESTAURANT AND STEAMSHIP SUPPLIES A SPECIALTY.  
NOS. 28-30-32 NEW FANEUIL HALL MARKET, CELLAR 9. TEL. RICHMOND 897

OTIS SIMONDS  
Wholesale and Retail Dealer in  
PROVISIONS  
45 Faneuil Hall Market,  
BOSTON.  
Telephone.

Established 1840. Incorporated 1902  
L. D. JACKSON CO.  
DEALERS IN  
Butter, Cheese, Eggs and Cream  
Stalls 74 and 76 Faneuil Hall Market; also  
Store No. 7 North Market st. Telephone  
No. 690 Richmond.

HAMLIN RICHARDSON  
Dealers in  
POULTRY AND WILD GAME  
MEATS AND VEGETABLES  
1 FANEUIL HALL MARKET, BOSTON  
Telephone Richmond 883-2.

WHERE TO MARKET  
RHODES BROS. CO.  
Telephone Connection.  
GROCERIES AND PROVISIONS  
Wholesale and Retail.  
Importers and Receivers on Commission.  
438 to 444 Tremont st., 170 to 174 Mass. ave., 256 to 260 Warren st. (Box dist.),  
10 and 11 Harvard sq., Brookline. BOSTON.

DRESSMAKING  
AN EXPERIENCED teacher wishes private tutoring for the summer. MISS S. F. PARSONS, 4173 Lake ave., Apartment B, Chicago.

DRESSMAKING  
DRESSMAKER on Misses' and Children's work would like engagements. MISS M. S. EASTMAN, 27 Milford st., Boston.

RECEIVERS OF  
FINE CREAMERY BUTTER  
AND FRESH EGGS.

DEALERS IN  
MUTTON, LAMB, VEAL, BEEF,  
BACON, HAMS, ETC.

OUR SPECIALTIES CALVES LIVERS, HEADS AND FEET, SWEET BREADS, LAMB FRIES.

ALFRED SEARS & CO.  
WHOLESALE DEALERS IN  
MUTTON, LAMB, VEAL, BEEF, PORK AND POULTRY  
15 FANEUIL HALL MARKET, 3 FANEUIL HALL SQUARE AND 34 MERCHANTS ROW.

L. F. ABBOTT & COMPANY  
WHOLESALE AND RETAIL DEALERS IN  
BEEF, PORK, LARD, HAMS, TONGUES  
STALLS 47 AND 49 QUINCY MARKET.  
TELEPHONE 911 RICHMOND. FIRST CLASS FAMILY TRADE SOLICITED.

LYMAN F. ABBOTT  
L. C. THAYER  
L. C. THAYER COMPANY  
BEEF, LAMB, VEAL, PIG HAMS, BACON, PORK, POULTRY AND GAME  
HOTEL, RESTAURANT AND STEAMSHIP SUPPLIES A SPECIALTY.  
NOS. 28-30-32 NEW FANEUIL HALL MARKET, CELLAR 9. TEL. RICHMOND 897

OTIS SIMONDS  
Wholesale and Retail Dealer in  
PROVISIONS  
45 Faneuil Hall Market,  
BOSTON.  
Telephone.

Established 1840. Incorporated 1902  
L. D. JACKSON CO.  
DEALERS IN  
Butter, Cheese, Eggs and Cream  
Stalls 74 and 76 Faneuil Hall Market; also  
Store No. 7 North Market st. Telephone



# World's Latest News of Financial and Industrial Markets

## STOCK MARKET HAS A HOLIDAY ASPECT, TRADING VERY DULL

Activity in Reading Attracts Most Interest and Break of Several Points in Third Avenue a Feature.

## BOSTON IS STEADY

A display of strength by Reading and sharp decline in Interborough Metropolitan preferred and Third Avenue today in the New York stock market. Activity in Reading was inspired by the melon cutting announced yesterday in Lackawanna, the hope having been entertained that the Reading shareholders might fare as well proportionately as the Lackawanna shareholders when a plan is adopted for disposing of the anthracite coal holdings of the company. Reading was up 1/2 at the opening at 157 and during the first hour rose to 158 1/2.

The market was quite narrow, however, and trading was confined almost altogether to the active stocks. Interborough Metropolitan after opening unchanged at 49 1/2 reacted to 48 1/2. Third Avenue dropped from 20 to 16 1/2, a loss of 3 1/2 from yesterday's high.

The outsiders, however, failed to get excited over either the advance in Reading or the drop in the traction, and the volume of trading was very small. The triple holiday beginning tomorrow had much to do with the apathy prevailing, dealers not desiring to extend their commitments over that period.

Eric responded to a small extent to the bullish talk concerning the coals by opening up 1/2 at 37 1/2 and improving a good fraction. There was some buying of Amalgamated Copper, which advanced the price fractionally, but there are many who think the stock is high enough considering its dividend and prospects and much bullish talk failed to move it upward to any extent. Missouri Pacific opened up 1/4 at 73 1/2.

Some firmness was shown by local stocks at the opening, fractional gains having been made by some of the leading stocks. American Agricultural Chemical was up 1/2 at 44 at the opening and rose to 44 1/2 during the early sales. Granby was up a point at 101. North Butte was 1/2 higher at 56 1/2. The United States Steel securities were rather active in both Boston and New York. The common was up 1/4 at 69 1/2 and then sold off fractionally.

Further improvement was shown in Agricultural Chemical on the local market during the afternoon, the stock selling up to 46 1/2. Superior and Pittsburg was in good demand, the stock advancing from 13 1/2 to 16 1/2. Trading in New York almost came to a standstill for a time, and fluctuations were narrow.

## JUNE CLEARANCES SHOW A BIG GAIN

Total Exchanges for Month Make an Advance of Over Forty-Three Per Cent Compared With Last Year.

Bank clearings for June exhibit a considerable gain over the preceding month this year, notwithstanding it is the season when business transactions are naturally reduced, while the increase over the corresponding period in any preceding year is phenomenal. The increase at New York was accentuated by the broadened speculative activity on the stock exchange, but the very large returns from nearly all points outside New York testify to a most satisfactory volume of business.

Total exchanges for the month, according to the statement issued by R. G. Dun & Co., for all cities reporting in the United States, embracing 116 leading centers, were \$14,064,414.046, an increase of 43.3 per cent over the figures of last year and of 14.6 per cent as compared with 1908.

There are comparatively few points that do not participate in this increase. In the middle Atlantic states, Philadelphia and Pittsburgh make a favorable comparison with last year, but the returns are smaller, although conditions in that respect are rapidly improving and will probably soon be normal. Boston, Hartford, New Haven, and some other New England cities make gratifying increases, while in the West there is remarkable improvement at Chicago, Milwaukee, Indianapolis, Detroit, Kansas City, St. Paul, Omaha and almost every other point over last year and in most instances over 1908.

In the south Atlantic states, improvement is still maintained at Baltimore, Richmond and Atlanta, the gain in the latter city being very large. St. Louis, Memphis and many other points in the middle South make large gains, but at New Orleans and some other southern cities there are still losses. There is a large volume of exchanges on the Pacific coast, and all cities help to swell the increase.

## MAY EARNINGS LARGER

Gross earnings of the Massachusetts Electric Companies in May were \$34,806, against \$35,369 last year, an increase of \$563, and a total increase of \$19,244 since Jan. 1.

## NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2:30 p. m.:

	Open.	High.	Low.	Last
Amal. Copper.....	82 1/2	82 1/2	82 1/2	82 1/2
Am. Beet Sugar.....	44	44	43 3/4	43 3/4
Am. Car & Found.....	57 1/2	57 1/2	57 1/2	57 1/2
Am. Cotton Oil.....	74 1/2	75	74 1/2	75
Am. Locomotive.....	60 1/2	60 1/2	60 1/2	60 1/2
Am. Lumber.....	113 1/2	113 1/2	113 1/2	113 1/2
Am. Steel & Re.....	92 1/2	93 1/2	92 1/2	92 1/2
Am. Sugar.....	110 1/2	110 1/2	110 1/2	110 1/2
Am. St. P. New.....	49 1/2	49 1/2	49 1/2	49 1/2
Am. Tobacco.....	126	126 1/2	126	126
Am. Tel. & Tel.....	140 1/2	140 1/2	140 1/2	140 1/2
Am. Union.....	48 1/2	48 1/2	48 1/2	48 1/2
Am. Wool.....	115 1/2	115 1/2	115 1/2	115 1/2
At. Coast Line.....	128 1/2	128 1/2	128 1/2	128 1/2
Balt. & Ohio.....	118 1/2	118 1/2	118 1/2	118 1/2
Balt. & Ohio pfd.....	95	95	95	95
Br. Rap. Trans.....	79 1/2	79 1/2	79 1/2	79 1/2
Canadian Pac.....	182 1/2	183 1/2	182 1/2	183 1/2
Can. Leather.....	30	30	30	30
Cent. of N. J.....	289 1/2	289 1/2	288	288 1/2
Ch. & Gt. W.....	77 1/2	77 1/2	76 1/2	76 1/2
Ch. & Gt. W. pfd.....	43 1/2	43 1/2	43 1/2	43 1/2
Col. Fuel & Iron.....	44 1/2	44 1/2	44 1/2	44 1/2
Col. Southern.....	56 1/2	57	56 1/2	57
Con. Gas.....	140	140	140	140
Corn Products.....	23	23	23	23
Corn Products pfd.....	87 1/2	87 1/2	87 1/2	87 1/2
Dal. & N. Pac.....	134	134 1/2	134	134 1/2
Dal. & N. Pac. pfd.....	48 1/2	48 1/2	48 1/2	48 1/2
Eric.....	37 1/2	37 1/2	37 1/2	37 1/2
General Electric.....	164	164 1/2	164	164 1/2
Gt. Nor. pfd.....	149 1/2	150 1/2	149 1/2	150
Gt. Nor. Ore. etc.....	76	76 1/2	75 1/2	76 1/2
Illinois Central.....	148 1/2	149	148 1/2	149
Interboro-Met pfd.....	49 1/2	49 1/2	48 1/2	49
Kan. City S.....	46 1/2	46 1/2	46 1/2	46 1/2
Kansas & Tex.....	42 1/2	42 1/2	41 1/2	41 1/2
Missouri Pac.....	73 1/2	73 1/2	73 1/2	73 1/2
National Lead.....	86	86	86	86
N. R. of M. 2d pfd.....	24 1/2	24 1/2	24 1/2	24 1/2
N. Y. Central.....	133 1/2	133 1/2	132 1/2	133 1/2
N. Y. & West.....	89 1/2	89 1/2	89 1/2	89 1/2
Northern.....	152 1/2	152 1/2	152	152 1/2
Northern pfd.....	152 1/2	152 1/2	152 1/2	152 1/2
Ontario & Western.....	52 1/2	52 1/2	52 1/2	52 1/2
Pennsylvania.....	136 1/2	137 1/2	136 1/2	136 1/2
Pressed Steel Car.....	44	44 1/2	43 1/2	44 1/2
Reading.....	157 1/2	158 1/2	157	158 1/2
Repub. Steel.....	31 1/2	31 1/2	31 1/2	31 1/2
Rock Island.....	33 1/2	33 1/2	33	33 1/2
Rock Island pfd.....	71 1/2	71 1/2	70 1/2	71 1/2
South Pacific.....	132 1/2	132 1/2	131 1/2	132 1/2
Southern Pac. pfd.....	131 1/2	132	131 1/2	131 1/2
Southern Railway.....	31 1/2	31 1/2	31	31 1/2
St. Paul.....	154 1/2	154 1/2	154 1/2	154 1/2
Texas Pacific.....	34 1/2	34 1/2	34 1/2	34 1/2
Third Avenue.....	20	20	16 1/2	17
Union Pacific.....	124 1/2	124 1/2	124 1/2	124 1/2
Union Pacific pfd.....	104 1/2	104 1/2	103 1/2	104 1/2
U. S. Steel.....	69 1/2	69 1/2	68 1/2	69 1/2
U. S. Steel pfd.....	126 1/2	126 1/2	125 1/2	126 1/2
Walsh pfd.....	56 1/2	56 1/2	56	56 1/2
Western Union.....	72 1/2	72 1/2	71 1/2	72
Westinghouse.....	85 1/2	85 1/2	85 1/2	85 1/2

## BONDS.

	Opening.	High.	Low.
Am. T. & T. ev.....	105	105 1/2	105
Atchafalca 4s.....	101 1/2	101 1/2	101 1/2
B. & O. Grand 4s.....	94 1/2	95	94 1/2
Interboro-Met 4s.....	80 1/2	80 1/2	79 1/2
Japan 4 1/2s.....	93 1/2	94	93 1/2
N. Y. City 4 1/2s new.....	111 1/2	111 1/2	111 1/2
N. Y. N. H. & H. 3 1/2s.....	108 1/2	108 1/2	108 1/2
Reading 4s.....	100 1/2	100 1/2	100 1/2
Rock Island 4s.....	91 1/2	91 1/2	91 1/2
Rock Island 4s.....	80 1/2	80 1/2	80 1/2
Union Pacific 4s.....	111 1/2	111 1/2	111 1/2
U. S. Steel 5s.....	105 1/2	105 1/2	105 1/2
Wabash 4s.....	77 1/2	77 1/2	77 1/2

## GOVERNMENT BONDS.

	Opening.	High.	Low.
2s registered.....	101 1/2	102	101 1/2
do coupon.....	101 1/2	102 1/2	101 1/2
3s registered.....	101 1/2	102 1/2	101 1/2
do coupon.....	101 1/2	102 1/2	101 1/2
Small bonds.....	100	100	100
4s registered.....	112	112	112
do coupon.....	120	121 1/2	120
Panama 2s.....	100 1/2	101 1/2	100 1/2
Panama 1938s 100s.....	100 1/2	100 1/2	100 1/2
Dist. Col. 3 1/2s.....	108 1/2	108 1/2	108 1/2

## THE GRAIN MARKET.

C. F. & G. W. Eddy, Inc., of the Boston Chamber of Commerce, received the following from their Chicago correspondent: Corn—Trade quite active, with market showing decline, owing to the favorable weather conditions throughout the entire belt and the excellent advices as to the growth and cultivation of the crop. Oats—Were also active and weaker. There was quite decided pressure on the market, owing to the very favorable weather conditions, excellent crop reports and talk of a bumper crop.

## FINANCIAL NOTES

The Bank of Bengal reduced its discount rate from 4 to 3 per cent. Receivers have been appointed for the Chicago, Peoria & St. Louis Railway Company.

The National Bank of Commerce, New York, will ship \$250,000 additional gold, making \$500,000, to Argentina.

The Cuba railroad for 11 months shows a surplus of \$493,325, against \$334,873, an increase of \$158,452.

The Georgia railroad commission has granted authority to the Seaboard Air Line railway to issue \$125,000,000 4 per cent refunding bonds under the reorganization plan.

NEW YORK—The cotton market opened steady, unchanged to six points higher, July 11 1/2 @ 11.55; August 11.55 bid; September offered 11.62; October 11.56 @ 11.56; December 11.02 @ 11.03.

LIVERPOOL—Cotton business moderate; prices steady. American middling uplands 6s. 33d. Sales 9000. Receipts 4000; none American. Futures opened quiet and steady. Tenders, new, 2200.

## CLEARING HOUSE COMPARISONS.

Money between the banks quoted at 2 per cent. New York funds sold at 10 cents and 5 cents discount per \$1000 cash. The exchanges and balances for today compare with the totals of the corresponding period in the previous year as follows:

	1909	1908
Exchanges.....	\$10,873,896	\$29,329,634
Balances.....	1,570,644	2,529,923
United States subsidiary.....	2,529,923	2,529,923
Total.....	\$14,974,464	\$34,389,480

## BOSTON CURB

Range of prices from 10 a. m. to 2 p. m. High. Low.

Arizpe.....	20 1/2	20 1/2
Blug. Cent. Stand.....	20 1/2	20 1/2
Black Mountain.....	20 1/2	20 1/2
Col. Cent. Stand.....	20 1/2	20 1/2
Cumberland.....	20 1/2	20 1/2
Davis.....	20 1/2	20 1/2
First National Copper.....	20 1/2	20 1/2
Greene & S. pfd.....	20 1/2	20 1/2
La. Rose.....	20 1/2	20 1/2
Majestic.....	20 1/2	20 1/2
National Mining Explor.....	20 1/2	20 1/2
Nevada Douglas.....	20 1/2	20 1/2
Nevada Utah.....	20 1/2	20 1/2
Nipissing.....	20 1/2	20 1/2
Ohio Copper.....	20 1/2	20 1/2
Raven.....	20 1/2	20 1/2
Rawhide Coal.....	20 1/2	20 1/2
Ray Central.....	20 1/2	20 1/2
Ray Cons.....	20 1/2	20 1/2
Silver Leaf.....	20 1/2	20 1/2
Sonora.....	20 1/2	20 1/2
Southwest Devel.....	20 1/2	20 1/2
Vulture.....	20 1/2	20 1/2
Wilmet.....	20 1/2	20 1/2

## LONDON MARKET—4 P. M.

	Consols.	Account.	Advance.
Consols, account.....	84 1/2	84 1/2	84 1/2
Canada.....	84 1/2	84 1/2	84 1/2
Atchafalca.....	84 1/2	84 1/2	84 1/2
Canadian Pacific.....	84 1/2	84 1/2	84 1/2
St. Paul.....	84 1/2	84 1/2	84 1/2
Eric.....	84 1/2	84 1/2	84 1/2
Eric 1st.....	84 1/2	84 1/2	84 1/2
Louisville & Nashville.....	84 1/2	84 1/2	84 1/2
New York Central.....	84 1/2	84 1/2	84 1/2
Pennsylvania.....	84 1/2	84 1/2	84 1/2
Reading.....	84 1/2	84 1/2	84 1/2
Union Pacific.....	84 1/2	84 1/2	84 1/2
U. S. Steel pfd.....	84 1/2	84 1/2	84 1/2

## RAILWAY EARNINGS

For the third week of June the gross earnings of 34 railroads aggregated \$9,315,195, against \$8,783,507 in the corresponding period last year, an increase of \$531,688, or 8.33%.

The gross and net returns of 28 railroads for May were as follows:

	Gross earnings.	Net earnings.
Gross earnings.....	\$84,008,520	\$28,612,501
Operating expenses.....	56,584,172	5,280,533
Net earnings.....	27,424,348	2,331,968
The gross earnings per cent operating expenses increased 10.29 per cent, and net earnings increased 18.06 per cent.		

From July 1—Gross earnings.....\$82,510,545 \$1,019,284  
Operating expenses.....55,123,351 25,788,807  
Net earnings.....27,387,194 2,230,477  
The gross earnings increased 0.17 per cent, operating expenses decreased 4.02 per cent, and net earnings increased 9.63 per cent.

## BOSTON & MAINE.

	May.	Total operating rev.	Net income.
Total operating rev.....	\$3,339,937	\$3,339,937	\$3,339,937
Net income.....	1,133,351	1,133,351	1,133,351
From July 1—			
Total operating rev.....	5,406,296	10,254	5,421,592
Net income.....	1,393,042	51,832	1,444,874

## TWIN CITY RAPID TRANSIT.

	Third week June.	From Jan. 1.
Total operating rev.....	\$140,841	\$1,241,241
Net income.....	3,430,357	253,250

## ILLINOIS CENTRAL.

	May.	Gross.	Net.
Gross.....	\$4,065,394	\$615,357	298,715
Net.....	1,254,874	298,715	298,715
From July 1—			
Gross.....	52,626,824	1,006,971	1,006,971
Net.....	12,094,589	407,321	407,321

## NEW YORK, NEW HAVEN & HARTFORD.

	May.	Total operating rev.	Operating income.
Total operating rev.....	\$4,761,706	\$629,202	\$629,202
Operating income.....	1,559,445	886,840	886,840
From July 1 to May 31.....	39,520,393	827,482	827,482
Operating income.....	13,929,495	2,025,066	2,025,066

## NASHVILLE, CHATTANOOGA & ST. LOUIS.

	May.	Gross.	Net.
Gross.....	\$911,365	\$107,802	11,324
Net.....	255,037	11,324	11,324
From July 1—			
Gross.....	10,224,879	202,157	202,157
Net.....	2,255,571	11,117	11,117

## LOUISVILLE & NASHVILLE.

	May.	Total operating rev.	Operating income.
Total operating rev.....	\$3,647,804	\$388,222	\$388,222
Operating income.....	1,012,170	343,701	343,701
From July 1 to May 31.....	13,222,424	4,602,163	4,602,163

## ERIC RAILROAD.

	May.	Gross revenue.	Operating income.
Gross revenue.....	\$4,299,727	\$448,475	\$448,475
Operating income.....	1,298,237	179,991	179,991
From July 1—			
Gross revenue.....	40,243,297	572,927	572,927
Operating income.....	12,288,216	3,051,282	3,051,282

## DEVIDENDS

Directors of Westmore Mills, Fall River, have declared the regular quarterly dividend of 1 1/2 per cent.

The Philadelphia City Passenger Railway Company declared a semi-annual dividend of \$3.75 per share, payable July 10.



Contributions on Topics of Interest  
by Subscribers are Solicited.

# THE HOME FORUM

A Page of Interest to All  
the Family

## Solving Smoke Problem

According to Van Norden's Magazine the problem of the smoke nuisance has at last been solved and Pittsburgh may yet stand clean and bright and free from grime. That smoke prevention is possible and not difficult the experts stand ready to prove to any one who will visit the United States geological survey experiment station in Pittsburgh. They are burning a coal which is considered refuse by the trade, chiefly because it produces too much smoke. It costs, delivered at the station, 88 cents a ton. But the government hasn't a corner on the smokeless chimney by any means.

"Employees of the survey visited industrial establishments in the larger cities of Illinois, Indiana, Kentucky, Maryland, Michigan, Missouri, New York and Ohio," said Chief Engineer Wilson, "and found more than 200 plants being operated without smoke and with a gain in economy, for smoke these days means waste. The investigation indicates that the clean, comfortable American city with a normal amount of sunshine is not far off. Smokeless cities only awaken a quickened public conscience to the fact that this nuisance means uncleanness, poverty and wretchedness. The public has only to realize that smoke in the cities costs in merchandise in stores and warehouses more than \$600,000,000 a year. This loss in money is based on the statement of the Chicago smoke inspector that his city suffers a loss each year of \$50,000,000."

Genius believes its faintest 'presentiment' against the testimony of all history, for it knows that facts are not ultimates, but that a state of mind is the ancestor of everything.—Emerson.

## Nobel Peace Prize Foundation

At several meetings recently held at Washington, steps were taken to inaugurate the work of the lately created foundation for the promotion of industrial peace. The establishment of this important new institution was made possible by former President Roosevelt, and it is believed that the outcome will be the creation at Washington of a tribunal that will bear the same relation to internal industrial peace that The Hague tribunal bears to international peace.

It is proposed to raise a fund of \$1,000,000 to be invested in permanent securities, the income from which would be applied to the work of the new foundation. The nucleus of this new fund was the \$40,000 comprising the Nobel peace prize, awarded to Theodore Roosevelt, which Mr. Roosevelt in turn donated to the new organization. The object is to strive for better and more equitable relations between all Americans engaged, whether as capitalists or as wage earners, in agricultural and industrial pursuits. In the new project are included Oscar Straus, Seth Low, Samuel Gompers, Marcus Marks and others.—World Mirror.

## A Banner Year

Speaking of the past opulence of literary treasure, the New York Post points out that the year in which Meredith's "Ordeal of Richard Feverel" came out—1859—was also the year of Dickens' "Tale of Two Cities," George Eliot's "Adam Bede" and Thackeray's "Virginians." Just think of it!

## SCHOOLBOYS AND THEIR GARDENS



BACKYARD GARDEN.  
Young gardener stands by his carefully protected growths.

The Sherwin School in Boston furnishes an example of the work that is being done nowadays in nature study in the common schools of the country. This grammar school stands in a crowded district, yet it has the rare advantage of looking out upon one of the small parks that were so many in the old South End of Boston, once the fashionable quarter. The master of the school, Edward Shute, sends to his congressman at Washington for seeds which come to him in such quantity that a wagon is needed

to transport them to the school. Of the school of more than a thousand boys, over 50 per cent take the seeds and experiment with them in the so-called "backyard garden" at home.

The yards are beautified to a large degree and the influence of the work is to make the children more thoughtful about neatness and cleanliness of their home surroundings. The soil here is mainly "filled land," that is, composed of ashes and other refuse material, so that the actual results in vegetables for the table are not remarkable, but the cultivation of even a few heads of lettuce, a few plants of beans or radishes, gives the children an interest at home and plants a love for things that grow which may influence after years.

Each June a display of window boxes, as they are called, is held at the school. The children bring all kinds of receptacles in which they have planted tiny gardens. The boxes are often tin cans or worn-out kettles from the refuse heaps. Two boys found a cover of an old leather trunk. Filled with soil it supports quite a colony of plants. Each boy is proprietor of one end, his name flying from a slip of wood. Boxes of various shapes and sizes, from starch boxes to the square soap box, even little berry boxes are brought in all alive with green things and sometimes with pansies and such blossoms.

One innovation started by the school are the beautiful window boxes on the front of the school itself. These boxes are made by the boys in their sloyd work at the school. Then Mr. Shute applied to the city department of "pub-



GARDEN BOXES ON A ROOF.  
Schoolboys and their little plots of plants.

lic grounds" for plants to fill them. The question was taken up with the mayor, who saw in it a new direction for civic beautification. The city gardeners then filled the boxes with plants of the usual ornamental sort for such boxes, fuchsias and geraniums and hanging vines. The front of the plain school building is thus glorified with bloom, and with the park full of fine trees opposite makes a center of beauty that relieves the dingy aspect of the streets round about.

The seeds are sent from Washington

in bundles of packets that group certain things, as for example bean, beet, lettuce, radish, tomato. Then balsam, candytuft, morning glory, nigella and petunia may be had together. Ageratum, eschscholtzia, nasturtium, verbena and zinnia are grouped by the government plan and these series are numbered for convenience in ordering. Work of this sort may be carried on in all cities, especially where the local authorities can be interested to help, as in the case of the Sherwin School.

## For Campers

A lady writes thus to the New York Sun about preparations for a camping expedition for two:

At first I thought of renting two tents, but on finding that the rent was from \$1.50 to \$3 a week, while the cost of the same tent set was only from \$4.50 to \$10, I decided to buy outright.

Besides five 10-cent pie plates, I took three tin cups, three knives and as many forks, teaspoons and tablespoons, two iron pans, a broiler and two kettles. I decided that beyond the few articles of canned food I was able to pack in with the tent and gear, it would be as cheap and less trouble to buy them at the village nearest our camp. This proved to be true.

In selecting clothes for the expedition I followed the advice of the salesman in the camping supply store. He told me to take as few things as possible, but be sure to have them warm and durable. Besides two good rubber blankets, he advised taking two pairs of my thickest wool blankets. Old clothes, especially old shoes, should be taken.

For cooking purposes a fire should always be built in such a way as to front the lake. There is always a breeze from that direction, and facing it prevents the smoke from blowing in your eyes.

On our trip last summer we had an exceptionally good fireplace. It had sides built by the guide by piling stones in rows five feet apart. These sides were about a foot high, and after the flames had died down, leaving a bed of fiery coals, we could place green sticks across on which we set our frying pan and other cooking utensils.

Last summer one of my first undertakings was to store a lot of dry kindling where the rain couldn't reach it. I was also careful to take two galvanized iron pails for camp use and four pillow slips which I stuffed with balsam needles for pillows. The pails were about the only commodity we found to be cheaper to take with us than to buy at the nearest village.

As to food, that depends on the taste of the campers and what is to be had at the village store. I have always been with people who were hungry enough to eat anything and as a rule everything that was set before them.

Both summers we caught all the fish we could eat, and of course they are too delicious to be compared to any fish to be had down here.

When thou hast thanked thy God  
for every blessing sent,  
What time will then remain for  
murmurs or lament?  
—Trench.

## Boyhood of the Brothers Wright

Among the interesting facts brought to light about the 'prentice years of the Wright brothers is the part played by their father and mother, Mrs. Wright had herself a knack with her hands and often made playthings for the boys. She encouraged every sign of mechanical bent in them. The American Magazine says that one of the earliest activities of Orville Wright was printing. When he was only 15 years old he and a friend got out a little four-page paper called the Midget. The father took a cordial interest in the boys' undertaking, but when in their very first issue they

ran out of news and left the third page blank, he suppressed the whole edition because it was imperfect work! A little later, in 1889, the Wright brothers started a weekly which they called the West Side News. The press was made by the boys themselves, and it did such good work that it attracted the attention of more ambitious newspaper men, and even was examined once by a salesman from one of the great printing press houses.

In this newspaper undertaking the father was an interested spectator and counselor. He kept his eye on the boys, too, when a little later they set up a little shop for repairing and making bicycles. It must have given the good gentleman a great deal of satisfaction to have watched these boys working out their own tools, even the larger and complicated ones like the lathes. . . . One of the most amusing pictures of the Wright brothers which one picks up in Dayton today is the story of a huge tandem bicycle which they built, and upon which they rode all over West Dayton. It was made out of two old high wheels which were connected by a gaspipe 15 feet long. "It was a better sight to see than a circus," the proud townsman tells you.

It is possible that the memory of the dying toy which their father brought to them from New York in childhood, and the recollection of the great kites which they built and flew all through boyhood, may have had a share in attracting them to the subject of flying machines. They took hold of the thing together. They had done everything together — from the days of their childhood, when Wilbur, the older by four years, used to "make up" stories and pour them out in a stream for the entertainment of Orville, each separate story ending, "and then the boiler bust." For five years they studied the theory of the flying machine. But still for fun. And still no machine of any kind. In the meantime they kept up their bicycle business, earning a fair income and living regular, everyday, reasonable lives, though every moment of their leisure was given to the other subject. In 1900 they decided they must have an experiment station. So they decided to go down

to North Carolina and establish an "experimentation camp."

One can imagine how many a father would have discouraged these strenuous absorbing efforts given to a mere amusement, would have advised "sticking to something that paid." But I cannot help believing that Bishop Wright watched his boys' efforts to fly with as much interest as they felt themselves, and they needed his interest, for often they were discouraged. In 1901, the year after they had begun to experiment in North Carolina with a gliding machine, they returned pretty well played out. On that trip they discovered that the tables of calculation previously made by all the authorities upon whom they had depended were wrong, and that, if they were to succeed, they must work out the whole theory from the bottom up. At that time Wilbur Wright expressed his solemn conviction that man would not fly for a thousand years. But that belief did not detain him and his brother from tackling the job. This is the point in their career where they best showed the stuff they are made of.

On the 17th of December, 1903, after the boys had made hundreds and hundreds of experimental flights in their gliding machine, their first machine to carry a gasoline engine made a successful flight. This was the first time in the history of the world that a power-driven heavier-than-air flying machine, with a man aboard, ever left this planet in successful flight. The first flight lasted only 12 seconds, but later the same day the machine flew for 59 seconds, covering a distance of 852 feet against a 20-mile-an-hour wind.

The time to celebrate had arrived! So the boys went to a telegraph office and wired the news home with a dollar which the good bishop had given them to spend for that purpose if they met with success!

"Wherefore is truth so far from our eyes,  
Buried as tho' in a distant land?"  
None at the proper moment are wise!  
Could they properly understand,  
Truth would appear in her own sweet guise,  
Beauteous, gentle and close at hand.  
—Goethe.

Once in the early days of the Christian Society, certain apostles were discharging their ministry with such winsome strength and gentleness that spectators were astonished, knowing them to be unlearned and ignorant men; and it is touchingly affirmed by the narrator: "They took knowledge of them that they had been with Jesus." It is an example of the involuntary self-revelations of consciousness. The thought of Christ was filling the souls of these men; in the shrine of consciousness they knew themselves to be governed by his example, allied to his cause; and what filled them inwardly controlled them outwardly.—Charles Cuthbert Hall.

## Art in Nature

Is it not strange that all our art galleries are indoors? We get up at 10 o'clock of the morning and call a carriage to drive us to see a picture of a sunrise. We must see a picture of a tree before we are aware that a tree is worth making a picture of. The world out of doors is the real gallery; all our best galleries and best buildings are but imitations and interpretations.

Collections and galleries by means of which to teach men? They are trivial compared with what I can show you in yonder fields. Collections instruct those who would be instructed; we need many more of them; but my fields have intrinsic uplift and inspiration. The city cannot have real fields and real forests and real animals and real live stock and real landscape. Some day we shall construct great pictures out of doors. We shall assemble the houses, control the architecture, arrange the trees and the forests, direct the roads and fences, display the slopes of the hills, lay out the farms, remove every feature that offends a sensitive eye; and persons will leave the galleries, with their limitations and imitations, to go to the country to see some of the greatest works of art that man can make. These works will have sweep and breadth and distance. They will comprise whole countrysides. . . . A new art profession has just arisen, having for its sphere the real field under the open sky. As yet it has no name. Once it was called landscape gardening, when its efforts were confined to the constricted areas of gardens and parks. Now it is called landscape architecture, as in its present stage it has much to do with buildings and engineering problems. Soon it will rise beyond these arbitrary bounds and then take the face of the earth for its own. The regulation of the scenery of mountains is not too large for its grasp. It will be one of the great art efforts of the future.—L. H. Bailey.

PICTURE PUZZLE  
HEE-HAW!  
HAI!  
ANSWER TO YESTERDAY'S PUZZLE.  
Decapitations: Acorn, corn; brook, rook; drake, rake; flute, lute; plane, lane; wheel, heel; spine, pine; trout, rout; prune, rune.

## The Revolution and Suffrage

The greatest misfortune that ever befell American women, according to a recent address by Mrs. Kate Trimble Woolsey, was the secession of the American colonies from British rule. Mrs. Woolsey's ancestors helped in that secession, but she finds that the rights of women today are larger a Great Britain than in the United States and generally greater in the aristocracies of the world than in the republics. Even in our own colonial days, we are told, women enjoyed the right of suffrage on practically the same basis as men, and Mrs. John Adams wrote to her husband, then in attendance at the Continental Congress, that if woman's right to vote was not specifically affirmed in the federal constitution the time would come when a rebellion against the government would be fomented by women. Five million women under the British flag have equal rights with men in municipal suffrage, while in the United States but 250,000 have such rights. In the British Empire 1,500,000 women have complete suffrage; in this country less than 100,000 have it. She draws a contrast between the prominence of women in court functions of Great Britain and their absence or subordination in our own inaugural ceremonies and White House receptions. —Current Literature.

## Its Reason for Being

M. Eiffel's huge tower, though built 20 years ago, has managed to remain up to date, even in Paris. Every five or six years a movement is set afoot to tear it down. It vulgarizes the whole west end of Paris, the artists say, and in Paris artists are listened to. Besides, the thing swallows a fortune every time it requires a fresh coat of paint. The great exposition of 1900 preserved it in its earlier years. After that its enemies were almost triumphant. No one wanted the tower, and they were going to tear it down and sell it for scrap-iron. But just as its fate was about decided, Santos-Dumont startled the world by sailing around it in his flying-machine. The tower got a new lease of life. Hereafter it was to be an experiment station for aeronauts. Then it was discovered that height and aeronautics were not necessarily related. Again the tower was doomed. Again fate intervened—this time in the person of Mr. Marconi. A use for the father of sky-scrapers was discovered at last, and today it is the most important wireless station in Europe.—Munsey.

## "Baby Organs" in China

The item of "baby organs" enters largely into the trade in musical instruments in China. With the exception of the talking machine, this is practically the only foreign instrument which is being supplied in any numbers to the Chinese. Among those who have been reached by the missionaries and Christian educators in the Chinese schools, where the missionary-educated Chinese are now being employed as teachers, and among the missionaries themselves, there is a large trade for baby organs. There is also a fair demand for larger organs and for large-size, folding baby organs from the missionary stations.—World's Work.

## SOWING AND REAPING

The belief that mortals will not reap the harvest of their sowing does much to encourage the indulgence of evil and retards somewhat the endeavor to do good especially when the effort requires no small sacrifice from a human point of view.

The eternal and unchangeable law of God is no respecter of persons. It deals out mercy and justice to saint and sinner alike. This law is clearly set forth by the apostle in his letter to the churches of Galatia when he wrote: "Be not deceived; God is not mocked; for whatsoever a man soweth, that shall he also reap." These words are not true because Paul wrote them, but he wrote them because they are true. To the sinner they thunder forth the law of Sinai; to the faithful disciple of Christ they whisper, "Well done, thou good and faithful servant; . . . enter thou into the joy of thy Lord."

Paul was spiritually minded enough to discern the law of God and he was bold enough to declare it. He was a scribe under orders and he could not do otherwise than declare the truth.

This law of God had always been in force, judging the sinner and rewarding the saint, even though the sinner was deceiving himself with the thought he could sin and not suffer, and the saint was fearful that his labor might be in vain, accomplishing nothing for himself or others.

Paul simply declared the law as it had always existed; but because of his utterance he received the condemnation of some and the blessing of others. Realizing that the messengers of truth are not always received as they should be, the apostle writes elsewhere in this epistle: "Am I therefore become your enemy, because I tell you the truth?" Why should mortal man hate the one who gives utterance to the truth? Does he not know that a human declaration can neither make nor unmake the truth? Is not then the one who gives utterance to the truth a friend rather than an enemy? It is better for the offender to know wherein he has done wrong and stand for the one who does well to understand the law he obeys. When the ignorant is enlightened he has the opportunity to reform, and when the one who does by nature the things contained in the law is instructed in the right way,

his progress is assured and he works more understandingly.

"Whatsoever a man soweth, that shall he also reap." The unwise believe, or try to believe, that the law of God is not clearly set forth in these words of the apostle. But Paul leaves no room for concluding that the law may become inoperative at some time or that it may not apply in all cases. His statement is clear, comprehensive, and emphatic. It applies to all men for all time.

The sinner is blinded by sin, and he does not comprehend the teaching of the Scriptures concerning the forgiveness of sin. He thinks it means the remission of the penalty for wrong doing; and so he continues in sin, intending to repent before it is too late. He believes it is possible for him to sow the seeds of sinful indulgence and not gather the harvest.

On the other hand, the good man is sometimes deceived. If he really accepts the words of Paul as setting forth the law of God he could not doubt. But because he does not see the result of his labors he is tempted to think it is possible to do right and not reap as he has sown.

No injustice lurks in the eternal mandate which rewards every man according to his works. The design of Love is to

destroy in human consciousness every form of evil and make it possible for the individual to enjoy perfect and eternal harmony. Who, if he could, would annul the law of God whereby man reaps as he sows? While the law declares that mortals can not sin and not suffer, it also declares they can not do well and fail to receive a reward. Suppose this law were made of non effect. Then sin would be unpunished and good unrewarded. But the law of God is not annulled; it stands sure, as eternal and unchanging as God Himself. It is the Christian's hope. It destroys the false belief that finds pleasure and satisfaction in wrongdoing, and thus it destroys sin.

Willingness to reap as one has sown is evidence that the problem of life is being wrought out according to the law of God. When the fires of purification consume the dross of mortal consciousness faith in the justice and mercy of divine Love lifts one higher. The Christian rejoices in the destruction of error, and all who come to know the law of God and yield willing obedience thereto learn to do likewise. Then there is no terror in the declaration "whatsoever a man soweth that shall he also reap."

## The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets,  
Boston, Mass., U. S. A.

Publishers of "The Christian Science Journal," "The Christian Science Sentinel," "The Herald of Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, Editor-in-Chief.  
ALEXANDER DODDS, Managing Editor.

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

### TERMS

Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL  
PREPAID

In the United States, Canada and Mexico:

Daily, one year . . . . . \$5.00  
Daily, six months . . . . . 3.00  
In all other countries:  
Daily, one year . . . . . 8.00  
Daily, six months . . . . . 4.50

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all newsstands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the business department.  
The publishers reserve the right to reject any advertisement.

Long Distance Tel.—Back Bay 4330  
Eight Trunk Lines.

Eastern Advertising Office, Suites 2002 and 2003, Metropolitan Building, 1 Madison Ave., New York City.  
Western Advertising Office, Suite 510, Orchestra Building, 108 Michigan Ave., Chicago.  
European Advertising Bureau, Suites 23 and 24 Cunliffe House, Surrey St., Strand, London.

## Science and Health

With Key  
to the  
Scriptures

The text book  
of Christian  
Science

Mary Baker  
Eddy

A complete  
list of Mrs.  
Eddy's Works  
on Christian  
Science with  
descriptions  
and prices  
will be sent  
upon applica-  
tion

ADDRESS

Allison V. Stewart

PUBLISHER

Falmouth and St. Paul Sts.  
Boston, Mass.



# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

## EDITORIAL

Boston, Mass., Friday, July 2, 1909.

### The Railroads of the United States

THE FIRST railroad in the United States was built in 1826-7 for the purpose of hauling iron from the quarries at Quincy, Mass., the granite used in the construction of the Bunker Hill Monument. That shaft, therefore, not only serves to mark a great event in the country's national life but the beginning of a change in transportation methods which revolutionized the country's industrial system. The first of American railroads was only five miles in length. The cars, drawn by horses, ran on wooden rails laid on granite sills, with a strap-rail of rolled iron. The year 1830 practically marked the beginning of railroad construction in an extensive way in this country. By the end of that year, while about 500 miles of railroad were under construction, not more than 100 miles were completed. This was less than eighty years ago. At the beginning of the present year there were 232,046 miles of main track in operation in the United States, representing a capital in stocks and bonds of \$16,400,000,000. In 1908 their gross earnings amounted to \$2,407,000,000, their net earnings to \$717,800,000. In the management and conduct of these railroads 1,500,000 persons are employed. People are still alive who were born long before the first rail was laid in this country.

When the growth of the railroad is considered, one inclined to make predictions with regard to the future of transportation will discreetly pause. George Stephenson was doing in 1814 practically parallel work to what the Wright brothers, Count Zeppelin and many others are striving to do today—convincing the world that he had discovered a new means of transportation. His flue boiler failed at first to make steam enough to propel his engine, as the Wright brothers' motor failed within the last few days to respond to their requirements at Ft. Myer; and even though the great English engineer succeeded later in making a partially successful exhibition, we read in the history of the railroad a passage of this kind: "Notwithstanding the efforts made by Stephenson to bring his engines into general use, the opinions of some able engineers of the day were that they did not possess the advantage which the inventor had anticipated."

However, from the time that Stephenson accidentally discovered how to apply the steam blast to his furnace, there has never been a backward step in steam transportation.

Now, as then, it seems, he is rich indeed who would attempt to fix limits for transportation developments of any kind.

IN AN after-dinner speech before 1800 graduates of Yale University, gathered at the annual alumni feast on Wednesday, President Taft, very properly, spoke for some time in a light and humorous vein. He spoke extemporaneously, as is his custom. Suddenly his manner changed, and he said:

### President Taft Warns His Party

I remember in 1904 that Mr. Charles Francis Adams gave what I may call a perfectly good Adams reason for the election of the Democratic candidate over the Republican candidate. He said that one of the essentials of a successful free government was an able, patriotic and efficient opposition, and that as the Democratic party had utterly failed in reaching that ideal he was in favor of putting the Republican party in that place.

To this, in a still more serious tone, he added:

Now I venture to say that while that may not be the reason which shall move the American people, it is true that if the Republican party does not live up to its promises and what the people expect of it, it will be relegated to a position like that of his majesty's opposition.

President Taft is not forgetful of his ante-election pledges, and it is unnecessary to say that he is not unmindful of the obligations under which they have placed him with reference to the tariff. Time and again, when the House and Senate have taken a course contrary to that which his party promised to take in the presidential campaign, efforts have been made to draw from him some expression of dissent or protest, but he has remembered his constitutional position and remained silent.

Even in the present instance, he does not become personal. He simply warns his party of that which it is certain to bring upon itself in case it fails in its duty toward the public which has so often and for so long a time trusted it.

What he may do himself, or what he may not do, he leaves to the time when it becomes necessary for him to act. There is no threat here; only a warning, and his party, as represented by the majority in Congress, should take the hint.

CONGRESS ought to be able to see very plainly that there is no opposition anywhere to the idea of an early adjournment, not even in the White House. And certainly not at Beverly.

### Dom Manoel II.

ROYAL prerogative is Portugal's burden. It weighs the sovereign down as it clogs the nation's progress. Dom Manoel finds himself virtually an autocrat appointing or dismissing cabinets without the least reference to the people's voice or choice. And this autocracy is compulsory; the King is constrained to take this course and to assume its responsibility because the country has no means of expressing its will. It is as though the constitution had never been granted, for the parliamentary government of Portugal is today virtually a monopoly in the hands of the two dominant parties, the Progressistas and Regeneradores.

For thirty years the reactionary elements have labored to stay the course of democracy which dates from the granting of the constitution in 1826 by Dom Pedro IV., and which raised Portugal to a high level of prosperity. The constitution was amended in 1852, progress continued uninterrupted during the reigns of Pedro V. and Luiz, and the general outlook was more promising than it had been for many generations. But shortly before the accession of Dom Carlos, some twenty-nine years ago, the first reactionary attempts were made which resulted in the establishment of the so-called rotativist system of parliamentary regime. This system consists in the rotation of the two great parties, who take turns at governing the country not by popular decision but through party compromise, a condition of affairs which was solidly established by the electoral law of 1901. This party and caste monopoly was made possible through a systematic increase in the royal power by which the parties

finally succeeded in turning the King into an autocrat in appearance and the first minister into an autocrat in effect. In other words, they placed all the responsibility on the sovereign and gave all the power to the premier. The only power left the former is to change the latter.

Under this system, the late King Carlos bore the responsibility of Franco's dictatorship. But Franco attempted to rouse and to renovate the nation by force; he tried to put an iniquitous power to a noble use, and the effort ended. Dom Manoel can succeed where others failed. What others learned too late, he knows at the outset of his career, viz., that reform is urgent and that it can be accomplished only by an alliance between the crown and the people. These two are drifting ever farther apart and the result is the growth of republicanism, for which the country is not yet fitted and which is actually a protest rather than a promise. Dom Manoel is known to be well fitted for the task. His individuality appeals, his honesty wins, and when he and his people shall come together, the constitution of Portugal will be reformed and monopoly yield the helm to democracy.

### Harnessing Student Energy

It is estimated that there is going to waste in this country during every summer vacation period surplus student energy of greater aggregate horsepower than can be developed by all our steam, electric and water plants combined.

Western and northwestern farmers who have employed student help through summer vacations testify cheerfully that they have but one fault to find with it: namely, the difficulty of keeping it so continuously employed as to consume its surplus energy. They claim that as a matter of fact, the students regard the work in the field as a mere incident to an outing; they wear out the regular hands by going in for strenuous athletics when the day's work in the field is over. The employing farmers have found, so it is said, that the best way to employ student help is to employ it exclusively, and then not upon any particular farm, but, say, upon the country. Then, if a baseball field, a running track, a boating course, a gymnasium, a riding school and a glee club be added to the regular farm equipment, the students will be fairly contented and happy.

Observations along this line have led careful students of the students to undertake the task of devising some plan whereby the ever-increasing number turned loose every summer, and the consequent ever-increasing surplus student energy set free, might be employed some great and useful purpose during the summer months. Some have thought that the government ought to be memorialized to turn the students into the Culebra cut on the Panama canal with the view of having the job completed by next September. Others propose that the surplus student energy of the country be employed to open up all of our proposed great waterways. Still others propose that it be directed toward redeeming the waste and arid West.

There is but one opinion as to the result in case the idea of using this energy should strike the government favorably. Concentrated upon any public work, no matter how stupendous, it would be only a matter of a few weeks, or at most, a few months, before it would be completed. Then the difficulty would arise: How employ it when all of the great undertakings now in view should be completed? This is the serious part of it. To let the surplus student energy run loose for a single season after employing it for a series of seasons might result in the undoing of all that had been accomplished.

Perhaps it is best to let it alone—to let it exhaust itself from summer to summer—until we know better how to harness it.

### Secretary Wilson on Food Prices

SECRETARY WILSON has made an extensive trip through the West and as a result of his observations he confirms the opinion expressed on several occasions by this newspaper that the advance in prices of farm products is due mainly to short crops, and that the short crops are due not to any failure of the soil to yield bountifully, but to a scarcity of farm labor. When it is considered that a readjustment of the conditions which render such a conclusion possible, or inevitable, would not merely solve the problem of cheap production in the country but go a very long way toward solving the problem of overcompetition in the city, its importance must be recognized by all thinking people. According to Secretary Wilson, thousands of fertile acres are lying idle in the West because their owners cannot get "hands" to till them, even though extraordinary compensation is offered.

An effort is making now, under the auspices of the government, to direct the newly arrived farmer immigrant toward the country. In a small but earnest way an effort is being made by practical philanthropists to teach city boys farming. Much greater effort and activity are necessary along the latter line. The drift of young men from the country to the city—a movement which has been going on for many years, and which, in all probability, will continue to go on—should be counterbalanced by a drift of young men from the city to the country.

City bred men would take to farming in much greater numbers if they had been taught in youth even the rudiments of agriculture. There is a longing in the heart of the average city man to cultivate the soil. Many city men break loose from lifelong environments and associations to venture on this calling, but lack of training brings failures. These check the movement countryward.

Agricultural colleges are doing a work of incalculable value to American agriculture, but they do not turn out more than a fraction of the number of trained farmers necessary to meet the demand. The question of training boys for the farm is one well worthy of serious attention in the city public schools.

THE boys who wait upon the statesmen in the United States Senate chamber requested that they be permitted to attend in their shirt waists. Vice-President Sherman promptly complied with the request, and provided the boys with belts out of his own pocket. This is a case in which no pages were turned down.

WHEN Dr. Hadley declares that a man's rating in Greek "means something," he undoubtedly states a fact. But there are a lot of other things in which he could rate high, in these times, with greater effect.

A FORMER CADDIE has captured a golf championship. Some predict that the day is coming when a former district messenger boy will win a pedestrian match.

### Lake Champlain and the French Impress

THE celebration of the three hundredth anniversary of the discovery by Samuel de Champlain, famous explorer and colonizer, of the beautiful lake which perpetuates his name, will begin on Sunday, July 4, and continue until Friday, July 9. The exact date of the discovery has not been determined, but it was somewhere around July 4, 1609. The facts concerning the discovery and the program arranged for the celebration, under the auspices of commissioners representing the states of New York and Vermont and the Dominion of Canada, have already been treated in these columns. A point which seems to have escaped attention, however, is worthy of mention and comment at a time when the public mind of the United States and Canada, and, to no small degree, of England and France, is reverting to the stirring scenes which marked the period of French domination in North America. This is the conspicuous place which France occupied in the field of exploration in the days when America was young, and the indelible impress which French explorers have made on the geographical nomenclature of two countries.

The early pioneers of another race, penetrating the plains and mountains of the far West—thinking that they had blazed the first trail—were often surprised and humbled to find, in the utterance of some name by the Indians, that the French explorer had preceded them. From the Height of Land to the Everglades, from the Gulf of St. Lawrence to the Rocky mountains, the traveler of today, like the pioneer of fifty years ago, is being constantly reminded by the names of cities, towns, villages, hamlets, hills, valleys, rivers and ravines, that the gentle touch of French civilization was felt throughout an immense area of this continent before the Anglo-Saxon arrived.

There is a poetic beauty, too, in a majority of these names which has survived and in a measure served to soften the hardening influences of a material age; and although another civilization has asserted itself throughout the vast dominion once known as New France, and beyond, we could not change them if we would; we would not if we could.

### The Somali Coast

IN THE LIGHT of recent developments in Abyssinia, the sirdar's tour of inspection on the Somali coast acquires significance. At a time when the stability of the Ethiopian government appears to be put to an increasingly severe test, the Somali question calls more than ever for a definite solution. What the sirdar of the Anglo-Egyptian forces, General Sir Reginald Wingate, will do toward this end, is a matter of surmise, but it would seem that joint action between England, France and Italy could alone settle the Somali coast, Harrar and Ogaden question.

Abyssinia is surrounded by territory occupied by these three powers. She is entirely cut off by sea and land and there is no question that she has awakened to the gravity of such a condition. King Menelik's recent regulation of the succession to the Abyssinian throne seems to point to a renewed ascendancy of his anti-foreign consort, Queen Taitu. Other developments also show the probability of an anti-foreign campaign with the ultimate object of breaking through the chain of European protectorates at the point of least resistance. This point is in Somaliland, which, though not a part of Abyssinia proper, is under Menelik's suzerainty. The many campaigns begun by England and Italy against the Mullah leader of the Somalis in the interior invariably failed because Menelik's cooperation from the north, though promised, was never secured. It is, of course, out of the question for France, England and Italy to abandon their Somali coast strips, for aside from their commercial value, their strategic importance, situated as they are on the route to the east, is exceptional.

As free access to the coast would clearly mean a new departure in Abyssinia's foreign policy, this would open the way for a break in the tripartite treaty between England, France and Italy and give opportunity for renewed controversy among the powers for the possession of this valuable foothold on the busiest trade route of the world. If, therefore, the sirdar's tour in Somaliland fore-shadows a final campaign for the complete disarmament of the Mullah and the pacification of Somaliland, it must be welcomed as a measure calculated to prevent serious complications, to protect commerce and to insure peace.

PROVIDING sufficient wharfage to accommodate the growing commerce of our seaports is a problem that ever confronts the engineers charged with the responsibility of this work. A plan recently devised for the city of Philadelphia, and now under consideration, offers a solution both elaborate and effective. It is proposed to dredge out a series of canals or marine avenues 300 feet wide with land avenues 800 feet wide between the canal; of the latter, 600 feet will be set apart for warehouses, leaving a space for driveways and trackage 100 feet wide on either side.

By making these avenues long enough, the projectors claim that twenty or thirty miles of dock space can be added to the large wharfage front already belonging to the city; and as the land to be taken over is for the most part composed of marsh and meadow, the development will be profitable in respect to utilizing waste land, as well as in other ways. The projectors claim that basins are only desirable where the tide rises and falls to such an extent that the channel plan is useless; hence this plan is offered instead of establishing basins. For a number of years Philadelphia has suffered commercially because of its lack of proper docking facilities, and the present plan seems to offer a permanent solution of the problem. If it be found practical, there will be but little question of sufficient funds to finance it. And it may point the way of progress for other cities.

THE deep waterway men will make a demand for \$100,000,000 at the next session of Congress. In view of the little difficulties experienced during the extra session in the matter of providing for a deficit, it is hardly probable that the demand will be complied with.

IT SEEMS to be a fact that when a man becomes a billionaire he also becomes careless about money matters. Mr. Rockefeller, for example, found himself on a train the other day without a cent.

### Elaborate Wharfage Planned